

JULY 4, 1952

AUTOSPORT

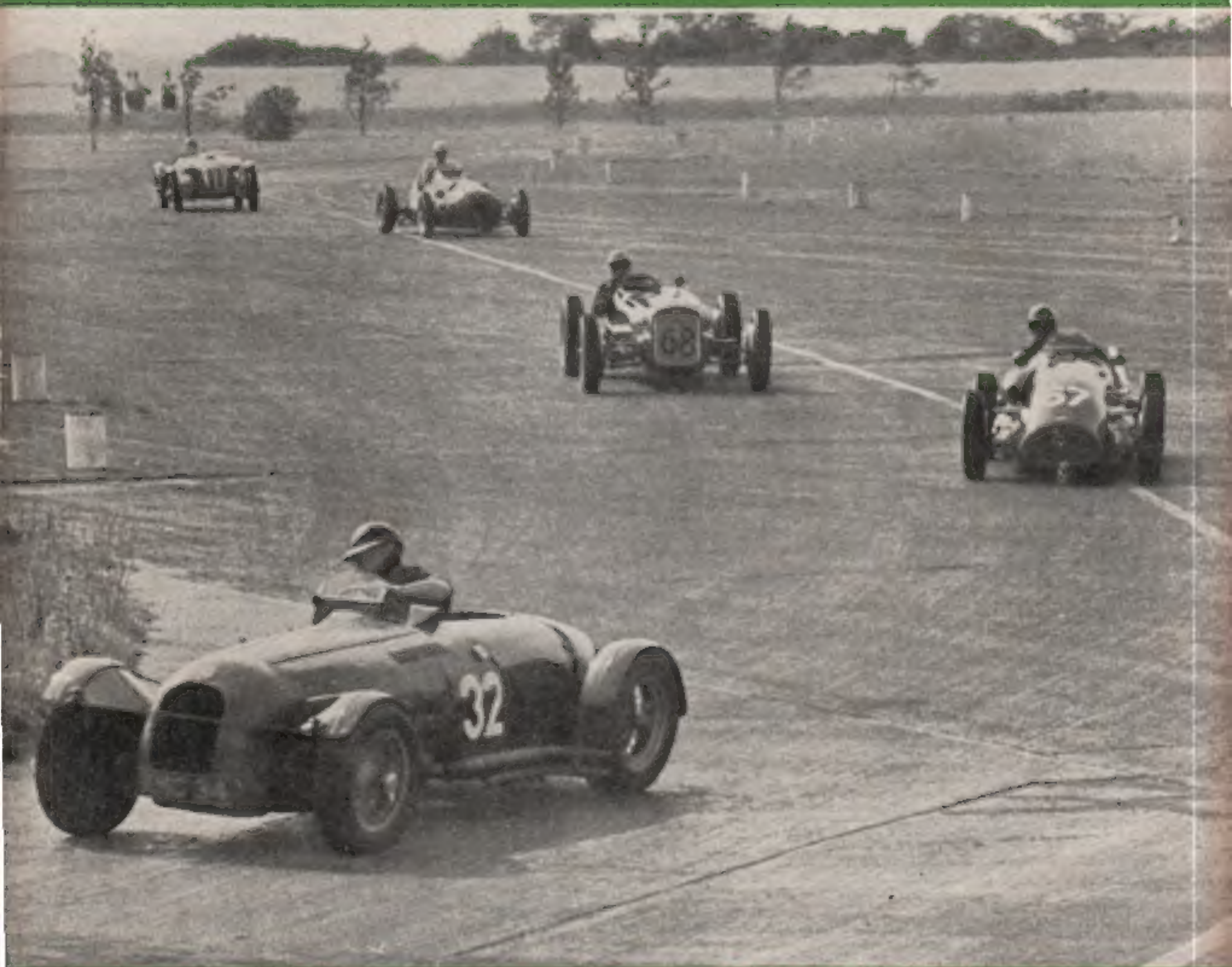
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EVERY FRIDAY

Vol. 5

No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

BRITISH AND FRENCH VICTORIES AT RHEIMS • THE TARGA FLORIO • THE FRENCH SPORTING TRIAL AT ANNECY • THE BO'NESS HILL-CLIMB AT KINNEIL • RACING AT SNETTERTON AND SILVERSTONE

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 1

July 4, 1952

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EDITORIAL

THE magnificent achievement of Rover engineers in attaining a speed of over 150 m.p.h. with the gas-turbine-engined car on the "Goldie Gardner" stretch of the famous Jabbeke-Aeltre motor-road near Ostend, marks a new era in internal-combustion machines. This was no special racing device; the Rover was a road car which could be (and was) driven in ordinary traffic. As such, it could also be classed as a sports-car, and therefore the makers can lay claim to the establishment of new Belgian sports-car records, as well as the first officially timed figures to be set up by a car powered by a gas-turbine engine, which can be claimed as world records.

Although Rovers have such a big lead in this new field of engineering, it is known that other countries are now developing gas-turbine engines with a view to their use in transport; it may well be that the application of such power-units to passenger machines will be accelerated tremendously in view of the outstanding success of the Rover project. France has already progressed beyond the idealistic stage, and did, in fact, exhibit a complete power-unit recently. The Germans are also engaged in developing a gas-turbine engine, and rumour links Daimler-Benz with the preliminary experimental work.

Her Majesty's Government would do well to give the closest possible attention to this remarkable Rover power-unit. The Rover Co., Ltd., is a private concern, and all experimental work in connection with the development of the gas-turbine has to be borne by the company. It is vital that the lead established by Rovers be maintained, and Great Britain must be the first country to market a gas-turbine-propelled road vehicle. The possession of an all-purpose engine of this type would be invaluable in every phase of transport, not to speak of war-time vehicles.

Although AUTOSPORT is, strictly speaking, concerned with the sport of motoring, we can foresee the advantages of a light-weight gas-turbine engine used to propel armoured fighting vehicles. The road to the ultimate development of such power-units lies in competition, and the introduction of such machines to motor sport may be nearer than we can possibly realize.

It is to be hoped that Rovers, as pioneers of a novel method of propulsion, will not be handicapped by lack of finance for a project which may well change the entire future of mechanically propelled vehicles. The gas-turbine racing-car has always been the novelists' dream, but it would now appear that fiction may well be established as irrefutable fact. The presence of the Rover in a *Formule Libre* race would be an event of outstanding interest, and we can only suggest that the performance of the car in Belgium makes this a first-class proposition for any British race-promoter!

OUR COVER PICTURE

FREE-FOR-ALL: *Formule Libre* racing has become extremely popular in Britain. In this view of the Esses at Snetterton, Oscar Moore's H.W.M.-Jaguar leads K. McAlpine's Connaught, E. Thompson's Delage and G. Richardson's R.R.A. during last Saturday's Eastern Counties M.C. meeting.

SPORTS-NEWS

THE ALPINE RALLY

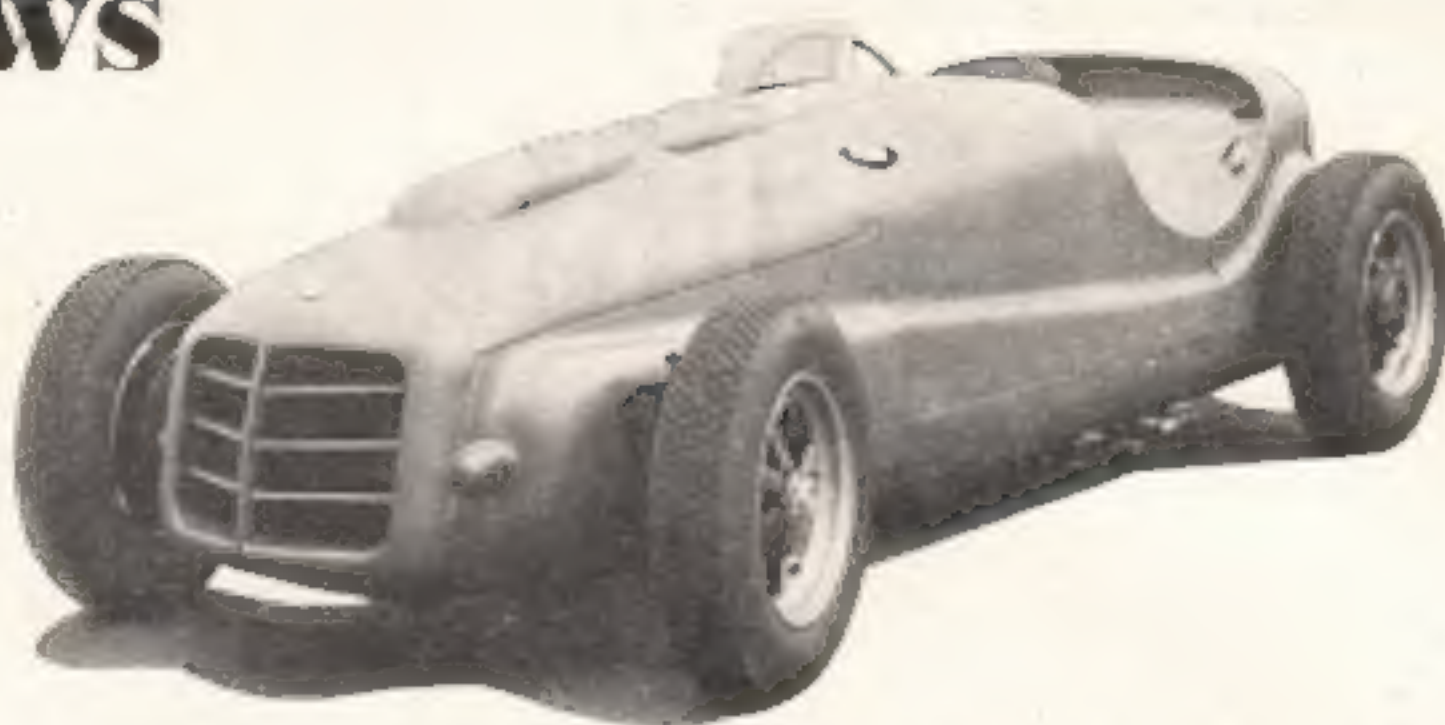
THE 1952 International Alpine Rally takes place from 11th to 16th July, starting from Marseilles and covering a distance of 2,055 miles, to finish at Cannes. The event is divided into five stages: Marseilles-Cortina (613 miles); the circuit of the Dolomites around Cortina (189 miles); Cortina-Menaggio (501 miles); Menaggio-Aix-les-Bains (309 miles) and Aix-les-Bains-Cannes (443 miles).

The route involves the crossing of 34 Alpine passes, including the Col d'Izoard, Grossglockner, Stelvio, Little St. Bernard, Col d'Iseran, Galibier, Croix de Fer, Vars and Allos. Special tests will be held at various stages, including speed tests on an Italian autostrada, and further tests follow the finish at Cannes.

British entries include a strong Sunbeam-Talbot contingent, with amongst their drivers Stirling Moss, Leslie Johnson and Mike Hawthorn, forming one team, and G. Murray Frame, John Fitch (Cunningham driver at Le Mans) and Count Kolaczowski of New York in a second team.

G.P. OF PORTUGAL

THE sports-car Grand Prix on the Oporto circuit was won by a Ferrari driven by Castellotti. The sole British runner, Duncan Hamilton (XK 120C Jaguar), retired after covering 40 laps.



NEW E.R.A.: Britain's latest Formula 2 car, the Bristol-engined, Dunstable-built E.R.A. breaks away from current racing trend in seating the driver to the right, beside the propeller shaft. Tubular frame, helical spring i.s.s., de Dion type rear axle and inboard rear brakes are features of the car. Liberal use of light alloys ensures low overall weight.

UNORTHODOX ITALIAN FORMULA 2 CAR

AN extremely interesting Formula 2 design has been evolved from Lancia Aurelia production-type components by Nardi of Italy, well known as constructors of special high-performance chassis and cars. The 2-litre Aurelia motor is mounted at the rear of the frame, a sturdy structure of welded tubes. Suspension all round is of Aurelia type; the driver is seated low, in the centre of the car, with the upper tubes of the frame side members on either side at about shoulder height. The radiator is mounted in the nose of the vehicle, and the front brakes are fitted on the outer side of the wheel hubs.

RACING AT MONTAUBAN

THE international meeting at Montauban, France, on 22nd June, comprised three races. In the 500 c.c. race Hillier (H.D.N.) was first, followed by Lecerf (DB) and Piveteau (Cooper). Vidilles (Renault) won the up-to-750 c.c. production car race, and a Ferrari driven by Renaldo headed two Peugeots in the 2-litre category.

FRENCH HILL-CLIMBS

AN XK 120 Jaguar driven by Fleury made best car time of day in the Laffrey Hill-climb, near Grenoble, on 22nd June, in 3 mins. 53.2 secs. Second was Farnaud (Ferrari), $\frac{1}{4}$ th of a second slower. Class winner Gignoux (750 c.c. Dyna-Panhard) clocked 4 mins. 28.8 secs.

Elie Bayol, driving a sports Dyna-Panhard, beat all the bigger cars at St. Baume, near Marseilles, over a $5\frac{1}{4}$ -mile course containing 120 corners. Second was Ambert (D.B.).

At Cran d'Escalles, Lille, Simone's Jaguar was fastest in the sports-car class.

TO FRANCE BY VETERAN

ROY CLARKSON plans to drive his 1902 Panhard-Levassor in the East Anglian M.C.'s Champagne Rally to Megève and back via Paris; a round trip of 2,000 miles. Engine has never been rebored, but compression is so good it can hardly be turned over. New bearings have been fitted throughout engine and gearbox.



★
THAT RAILTON LOOK: The Post Special, built by Harold Post (left) of Orange, California, and to be driven by Douglas Hartelt in the American National speed trials at Bonneville. Engine is a Mercury.
★

Lancia 1-2-3 in Targa Florio—contd.

place with Bonetto and Valenzano moving down one to third and fourth, with Mathieson on the Ferrari in eighth place.

The pace was telling, and Piccolo (BMW) stopped at Caltavuturo, and Bartocelli (Abarth) and Picone (Fiat Volpini) also retired as did (somewhat thankfully, we imagine) Pierre Levegh, whose 4,500 Talbot with its streamlined body, was not the best wear for the Madonie circuit. The Talbot came to rest at Caltavuturo, boiling like mad and without a vestige of oil pressure.

By the end of the third lap Cabianca's brilliant driving had won him a seven-minute lead over Cortese on the Nash—still painted in the English racing green despite the F.I.A. regulations, calling for a car to be painted in the colours of the owner's nationality. Third was Valenzano, leading his team mate Bonetto, who made a quick stop at the Lancia "pit" in the heights above Collesano. In fifth place was Terigi on the surprisingly quick little Ermini, with Mathieson next up in sixth place. It was on this lap that Brandoli on the light blue Fiat Marino saloon turned over some few kilos before Collesano, suffering slight injuries.

At four laps (half-distance) the position was:—

- 1, Cabianca (Osca) in 4 hrs. 22 mins. 9 secs.—82.395.
- 2, Bonetto (Lancia) in 4 hrs. 30 secs.
- 3, Cortese (Frazer-Nash) in 4 hrs. 30 mins. 5 secs.
- 4, Valenzano (Lancia) in 4 hrs. 32 mins. 17 secs.

Mathieson was now going well in fifth place, Capelli (Fiat 8v) sixth and Terigi (Ermini) seventh. The pits presented the usual busy scene at half-distance as those still running drew in for fuel. Mathieson (Ferrari) was away quickly after taking on petrol, oil and water.

With the Osca so far out in front interest centred upon the colossal struggle between the Lancias and the Frazer-Nash with Cortese straining every nerve to join Nuvolari and Villorosi, the only two drivers ever to win the Targa two years in succession. Try as he might, he could make no real impression on the Lancias, which proceeded unruffled on their way.

On lap five Cabianca still led, the little Osca being timed over the flying kilo at 206 k.p.h. Cole on the 2.7 Ferrari, although not up with the leaders, due to a persistent locking of the rear brakes, put in a flying kilo at 201 k.p.h., and the green Ferrari of Mathieson one at 179 k.p.h.

Lap 6 saw the retreat of Gilletti (Ferrari 2000) and Russo on the 1,500 Lancia Paganelli, and still Cabianca led, still Bonetto staved off the challenge of Cortese, with Valenzano and Anselmi in close support of their team mate. The following round, Mathieson drew into his pit for the rear wheels to be changed—a burst tyre above Cerda having lost him valuable minutes and also a place, as Capelli on the Fiat 8v went up into fifth place.

But now, as the race entered its final stage, events took a dramatic turn. Cabianca on his seventh lap was out with a broken back axle after a magnificent drive, and so Cortese and Bonetto fought on, neither knowing where the other was, Bonetto having started 18 mins. 45 secs. ahead of Cortese. Then as Mathieson went round for the last time, he saw the green Frazer-Nash out of the race; on a 90 deg. left-hand bend the tired Cortese had overdone it and the Nash was half in, half out of the ditch. Meanwhile Bonetto, on the Buongiorno straight which leads on down to

ALTIMETRIA

898 CORNERS PER LAP: Outline of the "short" Madonie mountain circuit.

the starting gate and tribunes, ran out of petrol. Borrowing a litre from a cottage nearby, the frantic Felice nursed his car along to conserve his precious fuel resources, always with head turned to watch for Cortese. The litre lasted him to within 50 m. of the finishing line, and Bonetto got out to push whilst officials restrained the madly enthusiastic spectators from helping. But it was literally uphill work, and Bonetto, on the point of collapse, got into the car and drove it over the line on the self-starter, winning the 36th Targa Florio to wild applause from the crowd. One after another, the rest of the finishers drew into their pits—Valenzano and Anselmi, then Terigi on the little Ermini, Capelli on the good-looking Fiat 8v, and in sixth place the green Ferrari of "Taso" Mathieson—highest placed British finisher in the long history of the race. In tenth place was Bordonaro (Ferrari 2550), a local driver, once held to ransom by the famous Sicilian bandit Giuliano, in 11th place the American Cole, in 14th Consiglio (Fiat Siata) who, despite F.I.A. rulings, had run his entire race wearing a straw hat, then, to complete the finishers, a local driver with the enviable name of Brandi, brought home his 1,100 Ermini.

To Signor Florio must go great credit for keeping this historic race in the calendar, but we must admit that the event has fallen from its high place, and although 47 starters was a record, a high proportion of these were local drivers. The "Little" Madonie circuit has not changed since the late Ettore Bugatti called it the finest test of man and machine that he knew, and one hopes in future years that Alfa Romeo and Ferrari, not to mention British manufacturers, will support this race by entering a car—or cars.

RESULTS**GENERAL CLASSIFICATION****36th Targa Florio**

- 1, Bonetto (Lancia Aurelia 2,000 c.c.). Time: 7 hrs. 11 mins. 52 secs.—80.025 k.p.h.
- 2, Valenzano (Lancia Aurelia 2,000 c.c.). Time: 7 hrs. 14 mins. 32 secs.—79.533 k.p.h.
- 3, Anselmi (Lancia Aurelia 2,000 c.c.). Time: 7 hrs. 24 mins. 00½ secs.—77.336 k.p.h.
- 4, Terigi (Ermini 1,100 c.c.). Time: 7 hrs. 35 mins. 51½ secs.—75.795 k.p.h.
- 5, Capelli (Fiat 8v). Time: 7 hrs. 35 mins. 59½ secs.
- 6, Mathieson (Ferrari 2,300 c.c.). Time: 7 hrs. 36 mins. 18½ secs.
- 7, Rossi (Stanguellini 1,100 c.c.). Time: 7 hrs. 37 mins. 20½ secs.; 8, Siracusa (Stanguellini 1,100 c.c.). Time: 7 hrs. 51 mins. 58½ secs.; 9, Bornigia (Alfa Romeo 2,500 c.c.). Time: 7 hrs. 52 mins. 34½ secs.; 10, Bordonaro (Ferrari 2,550 c.c.). Time: 7 hrs. 58 mins. 11½ secs.; 11, Cole (Ferrari 2,740 c.c.). Time: 8 hrs. 1 min. 56½ secs.; 12, Musso (Stanguellini 1,100 c.c.). Time: 8 hrs. 12 mins. 5½ secs.; 13, Pedini (Maserati 2,000 c.c.). Time: 8 hrs. 17 mins. 55 secs.; 14, Consiglio (Fiat Siata 1,400 c.c.). Time: 8 hrs. 33 mins. 32½ secs.; 15, Sapienza (Fiat 1,100 c.c.). Time: 8 hrs. 39 mins. 49 secs.

Still running at end of race: 16, Falco (Cisitalia 1,100 c.c.); 17, Casales (Cisitalia 1,100 c.c.); 18, Brandi (Ermini 1,100 c.c.).

New Record for Course.—Bonetto (Aurelia) in 7 hrs. 11 mins. 52 secs.

New Lap Record.—Cabianca (Osca 1,350 c.c.) in 51 mins. 17½ secs. (84.226 k.p.h.), on third lap.

152.69 M.P.H. BY ROVER TURBINE CAR

Britain's "Turbocar" in High-Speed Trials on Jabbeke-Aeltre Road

DEVELOPMENT of the Rover "Turbocar," first demonstrated to the public at Silverstone two years ago, reached a new stage last week, when the car was taken to the Jabbeke-Aeltre motor road between Ostend and Ghent, in Belgium, for high-speed tests. No efforts were made to reach maximum speed, but figures of 141.75

2½ MILES PER MINUTE: (Right) The Rover Turbine car at speed at Jabbeke. (Below) A glimpse at the power unit.



and 152.69 m.p.h. were achieved in the two-day trials. Drivers were Spencer King and Peter Wilks, both of the Rover Company.

The main problem the Rover experimental engineers face is a reduction in the fuel consumption, and a heat exchanger has been incorporated in the design to achieve this. The gas-turbine power unit is housed at the rear of the car, while tanks to hold the fuel—paraffin—are fitted under the bonnet. The chassis is basically similar to that of the standard Rover "75" saloon,

mounting special open bodywork.

Officials of the Royal Automobile Club of Belgium timed the "Turbocar" on its runs. On Wednesday, the highest speed reached was 141.756 m.p.h. and on the following day it covered a flying kilometre at a mean speed in both directions of 151.965 m.p.h., and a flying mile at a mean speed of 151.196 m.p.h. At no time was the Rover fully extended, and Peter Wilks estimated that another 30 m.p.h. was well within its capabilities over a longer stretch of road.

RACING AT CRYSTAL PALACE AGAIN ?

L.C.C. and R.A.C. Hold "Live" Test at London Circuit

THE sinuous two-mile Crystal Palace circuit, constructed pre-war by the Road Racing Company, and popular racing venue in the years 1937, 1938 and 1939, echoed the sound of racing-cars again on

Thursday, 26th June, after 13 years' inactivity. With the future of Crystal Palace and the grounds in mind, the L.C.C. Parks' Committee were asked to investigate possibilities of using the circuit again for

racing, so, with the co-operation of the R.A.C., and a number of drivers, amongst them George Wicken (Cooper), Harold Daniell (Emeryson), Les Leston (Cooper), and Mike Hawthorn (Cooper-Bristol), a "live" test was conducted. Unfortunately, during the tests Ken Carter was injured when he crashed in his Cooper.

While the cars circulated the course, L.C.C. Parks Committee members toured the immediate neighbourhood to assess the volume of noise, and their conclusions were that, although there would inevitably be some inconvenience to a few local residents, the noise factor is not so serious as to stand in the way of further investigations into the suggestion for racing on a reasonable number of occasions. No commitments, however, have been entered into at this stage.



GOING TO TOWN: Harold Daniell (Emeryson) and Les Leston (Cooper) trying out the Crystal Palace circuit last week.

SNETTERTON IN SUNSHINE

Tony Gaze's ill-luck in "Formule Libre" Race—Great Struggle for 500 c.c. Event

HOT summer sunshine graced the Eastern Counties M.C.'s race meeting at Snetterton last Saturday. Six races made up the programme, highlights of which were the tremendous fight for first place in the 500 c.c. race between Les Leston, Don Parker and George Wicken, and the last-minute change of fortune in the *Formule Libre* race which deprived Australian driver Tony Gaze of a long deferred victory.

THE meeting began with two five-lap scratch sports-car races, the first of which was divided into two classes, for 1,100 c.c. and 1,500 c.c. cars. Cliff Davis led from the start in his 1½-litre Cooper-M.G., and steadily extended his advantage during the five rounds over T. K. Shipside (M.G.) and C. Sears (Frazer-Nash). Lionel Leonard's Cooper-M.G., very much off-colour, stopped beyond the Hairpin turn after three laps, to remain there for the rest of the day. D. Moore fairly cracked round the three mile circuit in his 947 c.c. M.G., scraping heartily with B. Sierry Ashby's 1,496 c.c. H.R.G., and easily winning the up-to-1,100 c.c. class.

Race 2, for 1½- to 2½-litre, and over 2½-litre cars, brought out Salvadori and J. R. Stoop with Frazer-Nashes and Oscar Moore in his very successful Jaguar-engined H.W.M., plus a colourful Healey-Jaguar-Bentley-Allard-Bugatti miscellany. Roy Salvadori made a beautiful start, looking back at his opponents as he sped away into the lead, Moore lay second, Stoop third and Sarginson (Jaguar) fourth. Two laps and D. T. Russell (Jaguar) caught Sarginson; a round later and Oscar Moore passed Salvadori to lead thereafter. C. A. Sears,

who managed an entry in this as well as in Race 1, with his 1,496 c.c. "Chain gang" Frazer-Nash, delighted everyone with his hearty corner slides, only losing to the bigger cars on Snetterton's long straights. Salvadori couldn't catch the 3.8-litre H.W.M., with which Moore notched up another victory, but the Frazer-Nash won the 2-litre class.

Then out came the 500s, 11 of them, for the 10-lap race, starters including Don Parker, D. S. Shale, D. F. Annable and W. Webb with Kiefts and Les Leston and George Wicken with Coopers. Webb led away followed by Shale, Leston, Wicken, Parker and Annable. Then Shale, barrel-dicing his Kieft at the Hairpin, was passed by Leston and Wicken and by round 1 the order was Leston, Wicken, Parker, a tight trio, constantly changing places. First Wicken squeezed past Leston, then Don Parker, holding his braking to the very last split second before the turn, got ahead of both; two laps later it was Leston leading with Wicken and Parker dead level. On the seventh lap Wicken was in front until, alas, he came too fast into the Hairpin and spun round in a wide circle, Parker and Leston shooting past.

The crowd was on tiptoe with excite-

ment at the intensity of the Parker-Leston duel which ensued. First one, then the other, led the race, while, behind, George Wicken was grimly making up his lost seconds. With two laps to go Leston was a length ahead, then little Don Parker, getting the inside at Hairpin, snatched the lead. There were bare inches between the Kieft and the Cooper on the last round but, try as Leston did, Parker reached the line first, winner by one-tenth of a second of an intensely exciting race, with George Wicken third.

After that the up-to-2½-litre five-lap sports-car handicap seemed tame, although some very good driving of some very good cars was to be seen. R. W. L. Walsh's Bugatti set off from the limit mark, to be overwhelmed first by D. Moore's M.G. Midget, then by T. K. Shipside's 1,350 c.c. Abingdon variant. Meanwhile Salvadori and Stoop (Frazer-Nashes) fought their way up through the field to achieve second and third places to Shipside by the end of the race. Scott-Brown spun at the Hairpin but atoned for it by his neat passage each lap through the Esses and elsewhere; Sear's driving of the Frazer-Nash was a joy to behold, and R. R. Rayner's Special held the road very well in contrast to J. Cumby's Healey, which had to be wrestled through the turns, the inner rear wheel lifting each lap.

The bigger sports-cars had their five-lap handicap next, and with three 4½-litre Bentleys taking the first three places it would seem the handicapper sorely under-rated the capabilities of the noble marque. G. G. McDonald drove the winning car with great gusto, and nothing that Terry Moore (H.W.M.-Jaguar), Eric Thompson (DB2 Aston Martin) or any of the Jaguar drivers could do brought them near enough. Boshier's XK 120 dropped out after one slow lap, Wyatt's blown 2.3-litre Bugatti waltzed gaily amidst the oil drums at the Hairpin, and S. H. Richardson had a real handful on the turns with his vast 8-litre Bentley.

Then came the race everyone was waiting for, the 15-lap racing car "Free-for-All", which, when the entry was shorn of its usual non-starters, brought



DECISIVE MOMENT: Kenneth McAlpine's Connaught about to pass Tony Gaze's leading Maserati on the last lap of the *Formule Libre* race. Gaze's windscreen, it will be observed, has been shattered—he struck a partridge at speed.



"500" FIGHT: After George Wicken spun round, Don Parker (Kieft) and Les Leston (Cooper) struggled fiercely for the lead in the 500 c.c. race.

THE ESSES: G. Richardson's R.R.A. leads eventual winner K. McAlpine (Connaught) in the Formule Libre race. Richardson later lost his crash helmet and was disqualified.

Soeterton in Sunshine—continued.

out 11 runners. Amongst them was the ex-Bira veteran 3-litre Maserati, to be driven by the Australian Tony Gaze, Eric Thompson in R. R. C. Walker's E.R.A.-engined Delage, two single-seater Formula 2 Connaughts (McAlpine and Black), Richardson's R.R.A., Moore's H.W.M. and Salvadori and Stoop in Frazer-Nashes.

Tony Gaze made a fine start with an unfamiliar car, to lead from Salvadori, McAlpine and Moore. First round and the order was Gaze, Moore, McAlpine, with Thompson closing up. Another lap and the Delage was third and hot at the heels of Oscar Moore, when it suddenly skidded at the Esses, seemingly through locked front brakes, ran off the road and stalled. Pushed off again, Thompson drove slowly back to the Paddock and retired. Richardson had now come up to third, and on the fifth lap Moore momentarily snatched the lead, but Tony Gaze opened the "Maser" right up on the straight down to the Hairpin and repassed. Richardson had lost his crash helmet somewhere and was driving bare-headed, now fourth behind McAlpine. The Frazer-Nashes of Salvadori and Stoop lay fifth and sixth, the steadiness of the latter in his Mille Miglia car causing the commentator to wax lyrically on the "beautiful Frazer-Nash 'train', zooming by like clockwork!" Gaze's lead looked unchallengeable, and Oscar Moore, dropping back a little, was caught by McAlpine's Connaught on the 12th lap; the other Connaught, driven by Black, was less fortunate, apparently suffering fuel starvation, although this cleared later. A. C. Baxter, way behind the leaders in his Silverstone Healey, was nevertheless very fast and neat through the turns.

Two laps before the end the leading Maserati began to "fluff", and McAlpine drew closer and closer; then Gaze, going hard down one of the straights, met a low-flying partridge which struck first the nose of the car and then the aero screen with an almighty bang, shattering it. With flying glass and feathers to cope with, as well as the bad pick-up due to



carburation trouble, Gaze's pace not unnaturally slowed, and McAlpine caught him on the last half of the last lap, to win by two-fifths of a second, both having driven superbly. Richardson, next over the line, was disqualified for having no crash hat, so Oscar Moore became third, followed by Salvadori and Stoop.

Complete anticlimax followed in the Ladies' Handicap race which, with three non-starters, devolved into a "battle" between Miss Fay Taylour in a four-seater 2.3-litre Bugatti, starting half a lap before Mrs. R. Willis in Oscar Moore's H.W.M.-Jaguar, the Bugatti winning a farcical race at 65.21 m.p.h.

Eighth and last event was a five-lap Bentley handicap, notable for G. G. McDonald's efforts in his "41" to catch the limit "3-litre" driven by R. Innes Ireland. He couldn't manage it, but came second, 4 secs. behind, while J. A. Walker and Peter Woolley sprinted madly to the line for third place, the former getting it by the skin of his British green paintwork.

RESULTS

Event 1. Combined Scratch Race for Sports-Cars (5 laps). Up to 1,100 c.c.: 1. D. Moore (947 M.G.), 12 mins. 34 secs. (64.46 m.p.h.); 2. Goldschmidt (1,089 Lester-M.G.), 13 mins. 9.8 secs.; 3. I. Wilson (1,098 Riley), 13 mins. 12.2 secs.

★
M.G. "MODS":
Neat oil cooler on
T. K. Shipside's
1,350 c.c. M.G.,
winner of a sports-
car handicap. The
O in the registra-
tion number forms
a convenient hole
for the starting
handle.
★

Fastest Lap: D. Moore (M.G.), 2 mins. 26.8 secs.

1,101-1,500 c.c.: 1. Cliff Davis (1,496 Cooper-M.G.), 11 mins. 25.6 secs. (70.89 m.p.h.); 2. T. K. Shipside (1,350 M.G.), 11 mins. 38.2 secs.; 3. C. Sears (1,496 Frazer-Nash), 11 mins. 49.0 secs.

Fastest Lap: C. Sears (Frazer-Nash), 2 mins. 11.4 secs.

Event 2. Combined Scratch race for Sports-Cars (5 laps):

1,501-2,500 c.c.: 1. R. F. Salvadori (1,971 Frazer-Nash), 10 mins. 41.4 secs. (75.77 m.p.h.); 2. J. R. Stoop (1,971 Frazer-Nash), 11 mins. 1.4 secs.; 3. H. Kemp-Place (2,443 Healey), 11 mins. 42.6 secs.

Fastest Lap: R. Salvadori (Frazer-Nash), 2 mins. 5.8 secs.

Over 2,500 c.c.: 1. O. Moore (3,814 H.W.M.-Jaguar), 19 mins. 39.2 secs. (76.03 m.p.h.); 2. D. T. Russell (3,442 Jaguar), 11 mins. 16 secs.; 3. J. H. Sarginson (3,442 Jaguar), 11 mins. 27.2 secs.

Fastest Lap: O. Moore (H.W.M.-Jaguar), 2 mins. 3.2 secs.

Event 3. Scratch Race for 500 c.c. Racing-Cars (10 laps):

1. Don Parker (Kieft), 21 mins. 6.6 secs. (76.74 m.p.h.); 2. Les Leston (Cooper), 21 mins. 6.7 secs.; 3. G. H. Wicken (Cooper), 21 mins. 21 secs.

Fastest Lap: D. Parker (Kieft), 2 mins. 4 secs.

Event 4. Sports-Car Handicap, up to 2,500 c.c. (5 laps):

1. T. K. Shipside (1,350 M.G.), 13 mins. 32 secs. (70.23 m.p.h.); 2. R. F. Salvadori (1,971 Frazer-Nash), 13 mins. 35 secs.; 3. J. R. Stoop (1,971 Frazer-Nash), 13 mins. 38.4 secs.

Fastest Lap: R. Salvadori (Frazer-Nash), 2 mins. 5.2 secs.

Event 5. Sports-Car Handicap, over 2,500 c.c. (5 laps):

1. G. O. McDonald (4,576 Bentley), 12 mins. 17 secs. (70.23 m.p.h.); 2. J. A. Walker (4,398 Bentley), 12 mins. 25.2 secs.; 3. E. Smith (4,398 Bentley), 12 mins. 27.6 secs.

Fastest Lap: O. Moore (H.W.M.-Jaguar), 2 mins. 5.2 secs.

(Results continued on Page 19)





HALF-LITRE HIGHLIGHT: Charles Headland had a good day with his Kieft, winning his heat and the final of the 500 c.c. race, then beating the bigger cars in the 10-lap unlimited racing-car event

MIDLAND ENTHUSIASTS' MEET

In the Half-Litre brigade, and Charles Headland and his remarkable Kieft-Norton in particular, rather stole the thunder at the Midland Motoring Enthusiasts' Club meeting at Silverstone on Saturday last, there was nevertheless an excellent cross-section of racing and sports machinery to suit all tastes, and racing took place in ideal summer weather on the longer (and slower) of the two new Club courses. Two of the three additional corners have been dignified with names, the left-hander after Becketts' being Tower corner, and the awkward elbow Victory corner.

The 500 c.c. racing-cars opened the programme with two eight-lap heats and a final. Heat 1 was something of a walk-away for the Headland-Kieft combination, although Charles kept motoring from flag to flag, followed at a respectful distance by Tom Leigh's Cooper and Austin May's Coopers. Don Truman fell out, then decided to have another go, several laps behind, but retired at Becketts'.

Heat 2 was a closer affair, a brisk tussle between R. G. Bicknell's Revis, T. J. Clarke's C.B.P., being separated at

the finish by Nuckey's Cooper. A highly dangerous-looking moment was staged by de Lima on the Parker-J.A.P., which spun and stalled on the outside of Woodcote. Dismounting to push the car clear, he was enveloped by the field on all sides, only remarkably nimble footwork averting his immediate annihilation.

In the final, Bicknell led Headland for a short spell, the Revis really motoring, but the Kieft was in a winning vein and went out in front and stayed there. Bicknell revolved later in the race but kept his second place to the end in front of Clarke's C.B.P. Nuckey also departed off the course backwards, but continued. Headland won at 64.55 m.p.h.

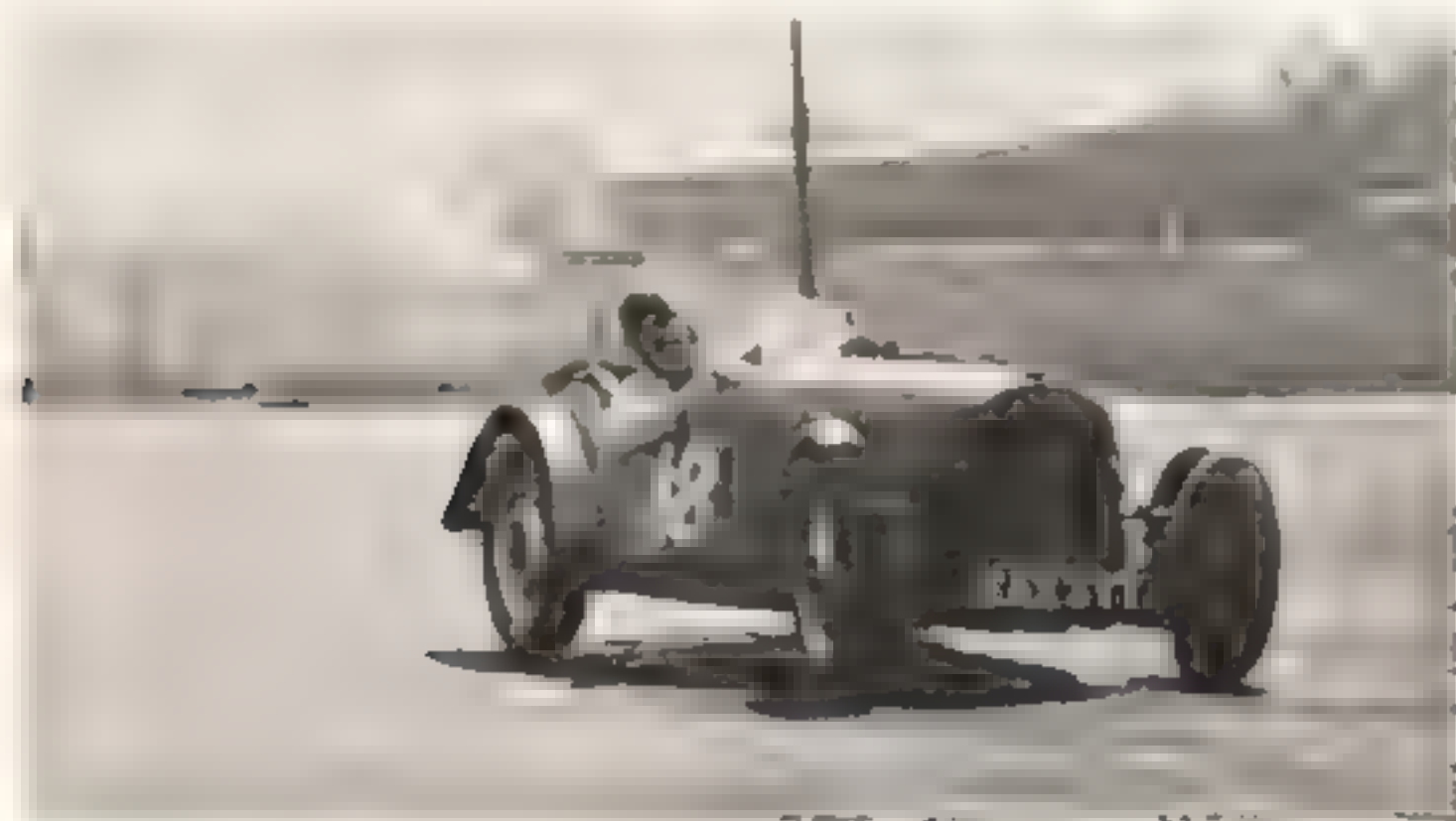
A six-lap scratch race for sports-cars up to 1,100 c.c. fielded only three starters. Len Gibbs's Riley made a slow start, Underwood's ex-Gerard T.T. Riley leading Allarton's Morgan until taken on the inside at Woodcote. A neck and neck battle that followed was won by the Morgan, Gibbs going hard into the corners to make up lost ground some way behind.

Races three and five for racing-cars

up to and over 1,500 c.c. were combined, and despite the presence of such formidable opponents as N. B. Johnson's 1,100 Cooper, Clairmonte's ex-Dobbs Riley and Clive Lones's 1,100 c.c. Kieft-J.A.P., the irrepressible Headland once more pulled off a magnificent win, this time at 64.92 m.p.h., fastest of the day, driving a faultless race. Behind him duelled Clairmonte, Johnson, Truman and Lones, the latter being in second place early on, but falling back with a sick-sounding engine, finally to retire and push home on lap eight. Johnson and Clairmonte scrapped wheel to wheel till the former broke a valve spring, then Don Truman got through into second spot to finish ahead of the Riley in a close-fought race. J. H. Webb's Turner and Richard's H.A.R. were outpaced, but battled privately to the end.

In the scratch races for sports-cars, Gammon's 1,496 c.c. M.G. reproduced its winning Silverstone form to take the small class from T. B. Carnison's Riley and Mrs. Gibbs's H.R.G., Peter Jackson's Cooper-Rover and J. H. Pratt's Type 37 Bugatti having a grand scrap for fourth place. The up to 3,000 c.c. category gave Gillie Tyrer an excuse to go motoring on a beautiful afternoon, the cream F.N./B.M.W. building up a huge lead on Boston's Healey Silverstone and L. A. McMillan's older type 328 B.M.W. E. P. Scragg's lovely Alta Jaguar weaved through from the back row in the largest class, hotly challenged by J. B. Swift's well-driven Jaguar, well ahead of Johnson and O'Malley Taylor in similar cars. Boston forced his Healey in front of several more Jaguars, and Burton drove a courageous race in the old 4½-litre Bentley.

Barrow Johnson had his turn in the 15-lap unlimited racing-car event, initial acceleration putting him out in front of Swift and Clairmonte, where he stayed unchallenged. The Riley-Jaguar



MALVERN MOTOR W. Allarton's Morgan 44 winning the scratch race for sports-cars up to 750 c.c. supercharged, 1,100 c.c. unsupercharged



Midlands Enthusiasts Meet—contd

battle continued unabated and wheel to wheel, Swift finally taking second place. Tyrer was troubled by rising oil temperature due to a faulty cooler and drove a fairly cautious race.

A six-lap racing-car handicap was won by limit man T. J. Clarke's C.B.P. from Bicknell and his rapid Revis, who in turn scraped home by three seconds ahead of Higham's J.P. This race proved the last straw for Headland's gallant Kieft, which went "ticker-ticker" coming down to Woodcote, a snap-diagnosis suggesting a broken con-rod.

The day closed with a vastly-subscribed six-lap sports-car handicap, run in two parts. Among the big stuff, Scragg made a mighty effort from scratch and actually reached second place on the penultimate lap, but failed to catch T. B. Carnson's fleet little Riley. Tyrer and Swift fought grimly, Tyrer threw discretion to the winds and roared down to Woodcote for the last lap, spun round and stopped within 30 yards of the line. His reverse

and restart were masterly, and he kept his place amid cheers, crossing the line in good order and bonnet-first! In the second half Gammon's M.G. repeated its earlier victory, winning from M. R. G. Llewellyn's M.G. TD by 8 secs with T. A. Parkes's Morgan third. Behind them Ien and Mrs. Gibbs were having a rousing family squabble with Riley and H.R.G., honours going finally and appropriately to the H.R.G., which took fourth place. In a last-minute sprint Pratt's old Bugatti just scraped home ahead of the Riley.

GEOFFREY DEARON

RESULTS

500 c.c. Scratch Race, Heat 1 (8 laps): 1, C. Headland (Kieft), 62.63 m.p.h.; 2, Tom Leigh (Cooper); 3, C. A. N. Mox (Cooper).

Heat 2 (8 laps): 1, R. G. Bicknell (Revis), 62.67 m.p.h.; 2, P. W. Nuckey (Cooper); 3, T. J. Clarke (C.B.P.).

Final (8 laps): 1, C. Headland (Kieft).

FROM A GOOD STABLE. A. Underwood's ex-Bob Gerard T.T. Riley in action during Event 2.

64.55 m.p.h.; 2, R. G. Bicknell (Revis); 3, T. J. Clarke (C.B.P.).

Sports-Cars, up to 1,100 c.c. U/s, 750 c.c. S. Scratch Race (5 laps): 1, W. Allarton (1,098 Morgan), 50.03 m.p.h.; 2, A. A. D. Underwood (1,089 Riley); 3, L. Gibbs (1,089 Riley).

Sports-Cars, up to 1,500 c.c. U/s, 1,100 c.c. S. Scratch Race (5 laps): 1, P. W. Gammon (1,497 M.G.), 56.41 m.p.h.; 2, T. B. Carnson (1,496 Riley); 3, Mrs. R. B. Gibbs (1,496 H.R.G.).

Sports-Cars, up to 3,000 c.c. U/s, 1,500 c.c. S. Scratch Race (5 laps): 1, G. Tyrer (1,971 Frazer-Nash/BMW), 60.39 m.p.h.; 2, D. S. Boston (3,442 Hestley); 3, W. A. McMillan (1,971 Frazer-Nash/BMW).

Sports-Cars, over 3,000 U/s or 1,500 c.c. S. Scratch Race (5 laps): 1, E. P. Scragg (3,442 Alta-Jaguar), 62.60 m.p.h.; 2, J. B. Swift (3,442 Jaguar); 3, D. O'M. Taylor (3,442 Jaguar).

Racing-Cars, up to and over 1,500 c.c. combined Scratch Race (10 laps): 1, C. Headland (499 Kieft), 64.92 m.p.h.; 2, D. Truman (498 Cooper); 3, C. M. Clairmonte (1,970 Riley).

Racing-Cars, any capacity. Scratch Race (15 laps): 1, W. B. Johnson (1,100 Cooper), 62.41 m.p.h.; 2, J. B. Swift (3,442 Jaguar); 3, C. M. Clairmonte (1,970 Riley).

Racing-Car Handicap (6 laps): 1, T. J. Clarke (497 C.B.P.), 61.96 m.p.h.; 2, R. G. Bicknell (497 Revis); 3, J. Higham (497 J.P.).

Sports-Car Handicap (6 laps) Part I: 1, T. B. Carnson (1,496 Riley), 57.31 m.p.h.; 2, E. P. Scragg (3,442 Alta-Jaguar); 3, G. Tyrer (1,971 Frazer-Nash/BMW).

Part II: 1, P. W. Gammon (1,497 M.G.), 57.08 m.p.h.; 2, M. R. G. Llewellyn (1,250 M.G.); 3, T. A. Parkes (1,267 Morgan).

THE RALLY OF THE MIDNIGHT SUN

Porsche Victory in Swedish Summer Event

THE Swedish Rally of the Midnight Sun, held on 17th-20th June, attracted 170 entries, drivers from Germany, Denmark, Norway, Finland and Sweden competing, together with a solitary representative from Britain, an Allard, handled by Charles Newbury and Louis Michael. Cars competed in different capacity classes, and competitors had the choice of four starting points: Stockholm, Gothenburg, Falsterbo and Lundsvall, all routes converging on Nyköping, then leading northwards to Gällivare and the midnight sun, then back south again to the finish at Rattvik, well-known midsummer resort in Dalecarlia.

There were six timed sections en route, and a braking and accelerating test at the finish. At one point on the course, drivers met with a snowstorm as well as a herd of reindeer, one of which left its horns on the radiator of a competing car.

One hundred and forty cars finished. Olle Persson, of Sweden, winning the

general classification with a Porsche. Class winners were Citroën, BMW, Porsche, Saab, and Renault, while Margerita Melin (Volvo) won the Ladies' Class, with Greta Molander (Saab), well-known Monte Carlo Rally competitor, third.

HANS FRIES

RECORDS AT BRANDS HATCH

THE Brands Hatch lap record was dealt some shrewd blows by competitors in the 22nd June meeting. The record for the circuit stood at 51.8 seconds, equalling a speed of 69.50 miles an hour. This record was equalled by D. F. Annable in Heat 1 of the Senior Race and by Les Leston in Heat 2 of the Senior Race. The record was first broken by Paul Emery in 50.8 seconds, equal to 70.87 miles an hour, in the final of the Senior Race, and was later beaten in the same race by Les Leston who achieved the time of 50.6 seconds, equal to a speed of 71.15 m.p.h.

RAMSGATE INVITATION SPEED TRIALS

THE regulations for the Speed Trials at Ramsgate on 13th July have now been issued to members of the organizing clubs, i.e., Herts County Automobile & Aero Club and the North London Enthusiasts' Car Club, and to Secretaries of the invited clubs. These are as follows: Berkhamsted M.C. & C.C.; Bugatti O.C.; Falcon M.C.; Half-Litre Car Club; Maidstone & Mid Kent M.C.; Midland Automobile Club and the West Essex C.C.

If interested members of these clubs have not yet received the regulations, they are invited to write direct to the Secretary of the Meeting, D. T. Russell, 18 Queens Road, Watford. Entries close on 7th July.

In addition to the Hundred Guinea Challenge Trophy and £20 for fastest time of the day, there are seven other challenge trophies to be won by the fastest sports-car, saloon-car, 500 c.c. car, 100 per cent. foreign car and by the fastest member of each of the promoting clubs. There is also a Ladies' Challenge trophy.

This year the paddock is situated behind the starting line and a return road will by-pass the course.



VISTA: Competitors' cars lined up by the shores of the Lac d'Annecy, with regal mountain background

FRENCH SPORTING TRIAL

Annecy Event a Great Success—Britain's Trials Specials Arouse Continental Interest

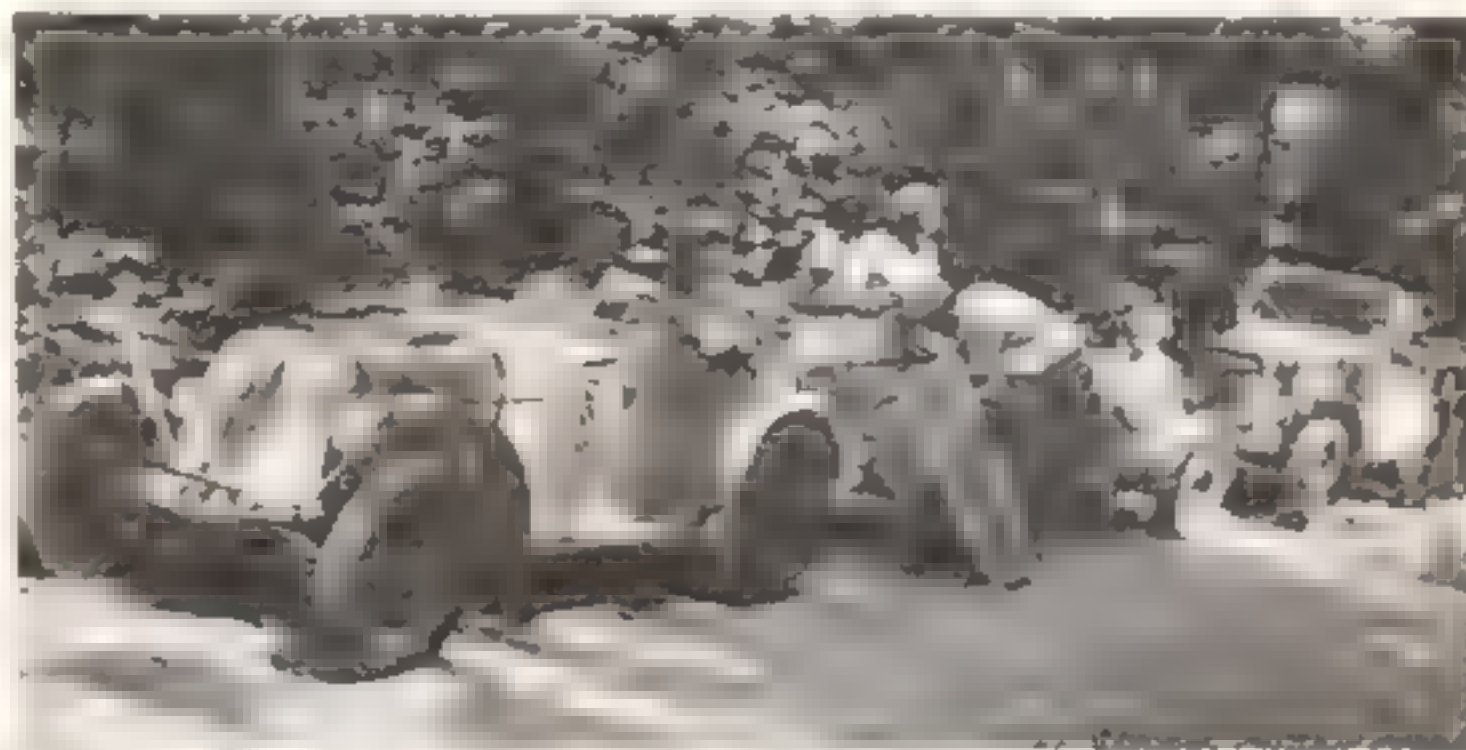
THE London M.C.'s French Sporting Trial, held at Annecy on Sunday, 22nd June, proved an outstanding success, and will long be remembered, not only by the British competitors for the sporting course, set in superb countryside, and for the lavish hospitality of the A.C. du Mont Blanc and the town of Annecy, but by the numerous French spectators to whom the hitherto peculiarly English sport of "trials" was so effectively demonstrated.

The complete success of the trial can be attributed to the efforts of many—to the A.C. du Mont Blanc, especially as personified by the indefatigable and ever-helpful Marcel Becquart, to those towers of strength and organizing ability, "Goff" and Nina Imhof, and their helpers of the London M.C., to the Mayor of Annecy, and the various establishments in the beautiful lake-side town of Annecy who con-

tributed to the comforts and pleasures of the British party, in particular the Hotel des Trésoms, which accommodated them all. Certainly no sport can have enjoyed a more cordial Continental reception.

WHEN at the beginning of the week "Goff" Imhof arrived in Annecy to lay out the course with Marcel Becquart, President of the Automobile Club du Mont Blanc, a snag arose. On

visiting the private ground in the Rue des Maquisarts, which had been examined and approved by Gregor Grant as far back as last January, it was found that, although the owner's permission had been obtained in writing, the tenant farmers were considerably less co-operative and very voluble in their explanations why they were not keen that their ground should be used, particularly as the hay had not been cut. Finally it became clear that an alternative ground would have to be found—and here Marcel's popular position as Annecy's number one public figure



READY FOR IT. "Line ahead" formation before Section 1 featuring J. A. Hebdon's Delta, Denis Flather's new and extremely neat Special and H. H. Alderton's P.S.M.



ROCKY ROAD All eyes on C. R. Hardman and his 1.172 as he tackles a section of Ancey.

French Sporting Trial—continued
racing driver and winner of the Monte Carlo Rally came into play. A rapid round of the surrounding district in his Hotchkiss revealed an excellent site in the public woods above the Hotel des Trésors, where competitors were to stay. A rapid series of phone calls to the Mayor, the Fêtes Committee (who were co-operating with the Automobile Club du Mont Blanc), the Forestry Commission and Chief of Police—and, as Marcel Becquart said, "the man who moks after the trees", resulted in a meeting on the site of all interested parties. Quickly permission to go ahead was obtained and all help promised. A gang of wood-cutters and labourers was laid on to start at 6 a.m. the next morning clearing tree roots, rocks, bushes and saplings from the nine hills which had been found in an area of about 250 square feet.

By Friday evening all was completed and as the competitors began to arrive in Ancey the full round of the generous official programme laid on by the A.C.M.B. went into effect.

First the conducted tour through the narrow streets and archways of the old town of Ancey with a stop for a drink by the canal-side bistro. Then a noisy and hectic rush round the town, the trials cars in convoy to show the locals what they looked like and to induce their interest as paying spectators. In the afternoon all the English party went as guests on a boat trip across the lake and ascended the télécabine cable railway to the observation platform 5,000 feet above. The return boat trip was enlivened with cries of "Man overboard", and two well-known trials types were "rescued" from what was obviously a premeditated immersion. The boat captain said it was one of his best trips for years!

Next a reception by the Mayor at the Town Hall with champagne flowing in a magnificent room emblazoned with French and English flags. On Sunday morning, after scrutinising in the square outside the Town Hall, with band playing and amidst hundreds of spectators, the cars paraded through the town on the way to the Ancey Plage.

cocktail party where they were charmingly received by Monsieur et Madame Jean Lavorel at their ritzy beach and restaurant, and again were generously entertained with aperitifs and snacks.

At 2.30 the much advertised *Auto-Cross*, as it was excitedly called there, started, and it is just as well the weather was glorious as otherwise not a single hill would have been climbed. Each car had to cover the circuit of nine hills twice. All the hills were good ones and of a varied nature, some favouring cars with heavy rearward weight distribution, other cars with good steering control. No hill was climbed by every competitor yet every hill was climbed by someone.

The first hill gave competitors a clear indication that this was not to be any mere gymkhana in a hotel garden as some non-competitors had apparently thought. Rising swiftly from a woodland track up a steep 25-foot-wide cutting in the woods, its 1-in-2 gradient even in the dry served to defeat six out of the 18 starters from the entry of 22. The unfortunates were: E. J. Chandler who nearly made it and cleared five of the six sections, J. A. Heddon who reached section four, and H. H. Alderton, J. Smart, J. Tucker, Peake and Denis Flather, who all reached the second section only. Denis was driving his new and very nice looking Flather Special in its first outing.

The second hill was less steep but more tricky, involving a sharp right-hand hairpin round some trees and reminiscent of the Little Clearings hairpin hill in last year's R.A.C. Championship. First to try it was T. C. Harrison who roared up the first hill. He reached section three. After him followed a series of failures until No. 16, Fleetwood, arrived and showed how it should be done. The only other competitor to make a clean climb was Berwyn Baxter with his Rover Special powered by a 2,088 c.c. Standard Vanguard engine; a great feat to get this largish vehicle round.

The third and fourth hills were close together and, although only 30 yards

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long, were sharp, steep, irregular and loose surfaced, terminating in a brief, very sharp portion. Cuth Harrison made an outstanding climb which—as the front wheels of his little Harford left the ground for at least three to four feet—brought a long-drawn "Ah" from the crowd followed by prolonged clapping when they recovered their



DOWN IN THE FOREST SOMETHING NEW made second best performance, a



CYNOSURE Keen French spectators follow its way

breath. On all the hills the crowd of several thousand were orderly, happy and enthusiastic and they soon learned to differentiate between good and bad attempts. They obediently stayed behind the white tape outlining the course and were consistently reminded by a good humoured loud speaker commentator to keep clear. Maurice Wilde



1. D. Ron Faulkner in the Paul Special, who starts the brow of a steep grade



1. Cracknell's H.P. Special as it scrabbles up the brow

made the only other clean climb although E. Harrison made a good attempt and reached section four.

The fourth hill, although similar, proved somewhat easier and there were eight clean climbs. The fifth, a long winding and steep track which had been cleared through the bushes also gave eight, despite with nine clean climbs. Hill six was a different proposition and, to use the phrase employed by *Le Dauphiné Libéré*, "jealously guarded its virginity". This section consisted of a short zig-zag up a steep hill-side followed by a sharp right-hand turn over 20-30 feet of very steep loose small rocks. An enormous crowd watched drivers attempting to find a successful compromise between too little speed to scramble over the rocks, and too much speed to get round the corner in approaching it.

On section seven only Cuth and Erskine were clean. This hill started off with an awkward wriggle between two large tree stumps immediately followed by a sharp rise with a right-angled left-turn round a tree at the brow and followed by a loop back again to the top of the hill. The two remaining hills were both nearly straight rushes up a hillside between trees reminiscent of the Kilimanjaro hills used in the Lawrence Cup. Eleven were clean on both of them.

For the second circuit the sixth hill was made slightly easier by altering the approach to the loose stones, both Cuth Harrison and Maurice Wilde recording clean climbs. The last hill was made more difficult by altering the start line so that only Cuth Harrison, Erskine and John Deeley were clean.

On the other hills the survivors (Fisher, Smart and Price having retired) made better progress and a considerable higher proportion of marks were gained. Only remained a tie deciding special test round two sides of a triangle, forwards and back along one side in reverse. Fastest time would have been made by Maurice Wilde, but, alas, he did not quite clear one of the

lines and B.T.D. fell to Cuth Harrison who throughout the trial had driven outstandingly well and thoroughly deserved his win.

The results were worked out that evening were concocted for distribution to the Press and later given out at the Casino where the prize giving was held. The club officials were Godfrey Imhof, Clerk of the Course, with Nina Imhof as official interpreter, the Club's President Sydney Allard and Mrs. Allard, Ian Mackenzie as results marshal, Maurice Wick, Dave Price, Mr. Suter and Mr. and Mrs. Daniel.

RESULTS

Best Performance: T. C. Harrison (Harford III), 107 points: Coupe de l'Hotel Beau-Rivage and the Coupe du Président de la Commission sportive de l'Automobile Club du Mont Blanc

2. R. W. Faulkner (Paul), 86 points: Coupe de l'Hotel des Trésors

3. John Deeley (Cranford), 86 points: Coupe du Comité Touristique

4. A. P. Erskine (Ford Special), 80 points: Coupe Noilly Prat

5. Maurice Wilde (Ford Special), 80 points: Coupe de l'Automobile Club du Mont Blanc

6. E. J. Chandler (Chandler), 74 points: Coupe du Comité des Fêtes

7. J. W. Fleetwood (G.R.H.), 74 points: Coupe du Comité des Fêtes

8. E. Harrison (Harford I): Coupe Souvenir

9. C. R. Hardman (Dellow): Coupe Souvenir

10. Berwyn Baxter (Rovan Spl): Coupe Souvenir

11. B. H. Dees (Dellow): Coupe Souvenir

12. S. A. Cracknell (H.P. Spl): Coupe Souvenir

13. J. Tucker-Peake (Scarlet Runner)

Team Award: "Westriders": T. C. Harrison, E. Harrison and M. Wilde. Total, 246 pts

TIGHT TURN: (Below) J. W. Fleetwood manoeuvres his G.R.H. through a tricky section. The crowds, though packed thickly on the course, behaved in exemplary manner.



WILBERT TODD WINS SHIELDS TROPHY

No Retirements in Successful Circuit of Down—Hillmans Take Team Prize

LAST Saturday's Circuit of Down Trial, like the 1951 event, was a great success, even occasional showers of heavy rain failing to spoil the day for the 35 competitors. Despite the application of a handicap system designed to improve life for saloon drivers, maestro Wilbert Todd came back into the Ulster trials picture by winning the premier award in his A40-powered special which he uses for every imaginable purpose (yes, he even raced it at Dundrod!). Not a single competitor retired, and the Hillman Minx team of Robb, Maunsell and McCaldin (who were second, fifth and ninth in the whole event) displayed its usual skill to collect the team prize by a considerable margin.

Down is not a large county—less than 1,000 square miles, teacher—yet within its boundaries the Newry M.C. planned a fascinating route of just under 200 miles, with five driving tests and a 10-mile timed section. Intelligent map-reading was called for, but neither navigators, drivers, nor vehicles were unduly strained, as the results proved. At 10 a.m. the first starter left Newry en route for a check at Lagan Bridge and at 10.34 a.m. the first Belfast starter let in the clutch and looked for a check point at The Temple. With typical elasticity of outlook, the organizers allowed Sidney Pentland (Citroën), who had arrived very late, to take a new starting time and continue happily on his way.

New Forge, Magheralin, was the merging point for the two contingents, after which a straightforward 10-mile section led to another check at Ballykeel. Restraining the impulse to be throttle-happy, the competitors covered part of



STASC APE: At the Bar Hall control with Fern R. P. and Brian M. Atkin at the victorious Hillman team in the foreground.

the old Ards T.T. course on their way to a control at Carrowreagh Hill—which is also near Craigantlet. Here luncheon baskets and thermos flasks were produced, for with a set overall average of only 24 m.p.h., they had plenty of time on hand before tackling the first test. This was rather novel, involving reversing with offside wheels between parallel

lines, and driving forward with near-side wheels between the same lines. The whole operation was timed, but a minimum of 10 secs. had to elapse between crossing the line backwards, and forwards, if you follow me. Anyhow, watching entrants easing forward to the line with eyes on the stopwatch made one think of yacht-racing, and some found it too unfamiliar for comfort. Newry man Eric Rowland (Ford Consul) set the best time of 17 secs., with Billy Chambers (TD) just 1 sec. behind.

With almost 60 miles on the clock, the field continued eastwards through Bangor to Ballywilliams, journalist Denis Wilkins (TD) regrettably accounting for a large dog in Groomsport. Then it was southward, to Bar Hall, at the sparsely inhabited southern tip of the Ards peninsula. Still the sun shone brightly, and Billy Shaw (Austin 8) so far forgot himself as to take time off for a picnic, while the others skirted Strangford and Derek Walker fought a losing battle with the fuel pump of his Minx.

Alas, the rain started as the entrants commenced a 24 m.p.h. timed section between Comber (T.T. course, again) and Killyleagh. Most of them made a good showing on this, seven losing only one mark, their reckoning being less than 30 secs. out. Sidney Pentland came through punctually 24 mins. late, so to speak, and was precisely spot on over the timed section.

Another control at Downpatrick was followed by a run to Newcastle where the Mountains of Mourne, as arranged by Percy French, dutifully sweep down to the sea. The competitors, however, had to climb 2,000 ft. to a control at Slieve Muck—not so filthy as it sounds,



CIRCUIT WINNER: Derek Johnston (M.G. TD) checks out of the New Forge control.

"Muck" being merely the Irish for "Pig". Test 2—much dithering round a pylon—was laid on here, and fell to Ray Laird (Dellow), with a time of 22.8 secs.

Coming down the other side of the mountain, the field covered Spelga Pass, site of the Newry club's annual hill-climb, in reverse as they continued to a control in Newry itself. With the rain getting really into its stride, they then followed a dyed trail to Cranfield aerodrome for the three final tests, a dice round two triangular boxes, three markers, and through three gaps in a circle. The Sligo Scorchers—Raymond Laird—topped the others in the first and last test, but unfortunately blotted his copybook at the markers. Harvey McWhir, the wheelbase of whose H.R.G. always appears to diminish at speed tests, again operated his secret sliding chassis-frame to win this one, and came into third place in the whole event.

F. Wilson McCOMB

RESULTS

(Amended according to handicap)

Shield Cup and Replica: W. T. Todd (1,200 c.c. Todd Spl.), 110.66 marks lost.

Second (Club Cup): C. E. Robb (Hillman Minx), 112.2

Third (Club Cup): D. H. McWhir (H.R.G.), 113.19

Team Prize: C. E. Robb, C. W. E. Maunsell, B. McCaldin (Hillman Minx). Thirty-five Souvenir Awards to officials, finishers (no retirements).

KNOCK ALL-NIGHT TRIAL

RESULTS of the Knock M.C.C.'s All-Night Trial on 20th/21st June, held over pending a meeting of the club stewards, have now been announced. As reported last week, heavy rain washed away some of the route dye and made part of the route almost impassable; consequently only two of the 51 competing cars are regarded as official finishers. However, in the circumstances the stewards also decided to make a number of ex gratia awards.

As a point of interest, only three of the 16 competing motor-cycles finished the course.

F. W. McC

RESULTS

Best Closed Car: Dr. G. W. Houston (Sunbeam-Talbot), 180.2 marks lost.

Best Open Car: D. W. Archibald (M.G. TA), 203.2

Ex Gratia Awards

Saloon Class: Miss M. Hamilton (Ford); C. E. Robb (Hillman); C. W. E. Maunsell (Hillman); R. Noble (Morris); B. McCaldin (Hillman); S. Peggitt (Hillman).

Open Car Class: W. R. McMillen (M.G. TD); R. M. D. MacGregor (M.G. TC); D. G. Johnston (M.G. TD); H. L. S. Jefferson (M.G. TD); C. F. C. Lindsay (Dellow).

Team Prize: D. W. Archibald (M.G. TA), R. M. D. MacGregor (M.G. TC), W. I. Morrison (Singer Roadster).

Fitchie Cup: E. D. Maguire (M.G. TC). (Best performance, other than class winner.)

SCOTCH CORNER

By "AENEAS"

KINNEIL COMMENTARY—WHY "BURDMONK"? · CHANGING MOUNTS — PROMISING "REST" — FAIRKIRK SOCIALITY

PRACTISING at Bo'ness on Friday night, Lewis Mitchell, in his Mitchell Special overturned in Snake Bend but was fortunate to sustain only an injury to his hand. Jimmy Gibbon, drifting the Courtyard in his Rover Special, banged the banking really hard and did quite a bit of damage to the Rover's front suspension. Personal injury was confined to a slightly strained shoulder and, if things go well in the workshop, Jimmy hopes to be on the "Rest" next Saturday.

ON Saturday morning practice was free from incident, with the exception of Mrs. Sheila White's Jaguar which coming out of the courtyard skidded against the bank and damaged an outside front wing. Mrs. White corrected very well and despite a huge arc of burned rubber on the tarmac she went on to finish her climb.

MAJOR MACGREGOR WHITTON was seen practising in a Bombay Bowler. I have no doubt said pseudo topce covered a very sound crash helmet. Someday the Harris Special will fall to bits bang in the middle of the Courtyard and E. Harris-Gilbert will be black affronted, as the saying goes. Certainly it is remarkable that this motor car always manages to qualify and make the official two climbs when other well-maintained and very much smarter looking vehicles have given up the ghost.

I HEAR rumours that Ian Stewart is after a Cooper Bristol and I understand that Bill Skelly will be seen shortly in a single seater Frazer-Nash. Jack Fisher, who will be remembered for his misfortune at the September Bo'ness meeting, will appear very shortly in a new Special which incorporates the engine off his last Special.

EVERYBODY was inquiring about the derivation of Nigel Kennedy's name for his new motor car. All right, here goes: BUCKLER frame, FORD gear box, MORRIS engine and the bloke's initials all combine to make "BURDMONK".

COMISH HUNTER tells me that he and Bob Dickson are going down for a word with the Standard people this week. The pair of them are doing the Alpine Rally in a Morgan and it is difficult to imagine even the toughness of this famous event upsetting this pair who, along with their driving abilities, have the knack of bringing a party atmosphere to the most sober of gatherings and are seldom daunted by the everyday misfortunes of motor sport.

TED PATTERSON tells me he has purchased the Barrington bloke's 500 and hopes very soon to have it on the road. Readers may remember this car as the original M.H.M. with the Fiat chassis, Triumph twin engine and the miscellany of components that gave it a measure of success in the early days of half-litre racing.

A. K. STEVENSON reports as being well satisfied with his crop of entries for tomorrow's International hill climb on Rest-and-Be-Thankful. This Royal Scottish A.C. event is surely one of the most

attractive hill climbs in the country. Provided with a national grandstand amidst magnificent scenery, the hill can be observed from start to finish and its natural hazards, such as Stone Bridge and the final hairpin bend, are never beyond one's sight. It does demand a good day to enjoy it as, when we lay on one of those wet West Coast days that are a particular product of the area, there's just no shelter for miles around.

ROBIN TRAIL, secretary of Fairkirk and District M.C., sent me a note of the club's annual social run to Rowardennan, on Loch Lomond, on Sunday, 22nd June. The run ended on a pleasant assembly and high jinks with motor cars that included such ongoing as egg-and-spoon races, spare wheel races and motors doing musical chairs, gave everyone the time of their lives. Robin is in some doubt as to whether the R.A.C. should have a results sheet just in case at some future date some Falkirk greybeard should start arguing as to who really did win the egg-and-spoon race in 1952. After all it might have been the B.R.M.

IAN STRUTHERS

THE unfortunate accident at Bo'ness last Saturday has deprived Scotland of a fine spotting enthusiast. Quiet and unassuming, Ian Struthers never sought the limelight or courted publicity, but was one of those excellent members who swell a club's entry list for the joy of the sport and without thought of awards. Recent appearances were made in vintage class events with a Bentley that was well maintained and well groomed and was always driven capably and without flourish. Not a young man, Ian Struthers was in his late forties, he had a long connection with the motor trade and was well respected in it. Resident in Lochwinnoch, he leaves a wife and a grown-up son and daughter to whom we extend our sincere sympathy.

Wetterton Results—contd. from page 12.

Event 6, "Formule Libre" Scratch Race (15 Laps): 1. K. McAlpine (1954 Connaught), 13 mins. 54 secs. (47 m.p.h.); 2. J. A. O. Gray (1936 Maserati S), 14 mins. 44.2 secs.; 3. O. Moore (3.814 H.W.M. Jaguar), 16 mins. 48 secs.

Fastest Lap: K. McAlpine (Connaught), 1 min. 59.8 secs. (81.1 m.p.h.).

Event 7, Ladies' Handicap Race (3 Laps): 1. Miss Fay Taylour (2,300 Bugatti S.), 7 mins. 27.2 secs., 65.21 m.p.h.; 2. Mrs. R. Willis (3.814 H.W.M. Jaguar), 8 mins. 8.8 secs.

Fastest Lap: Mrs. Willis (H.W.M. Jaguar), 2 mins. 21.8 secs. (68.6 m.p.h.).

Event 8, Handicap Race, Bentleys Only (5 Laps): 1. R. Innes Ire and (1926 Bentley), 15 mins. 36 secs., 59.56 m.p.h.; 2. G. G. McDonald (1927 4½-litre), 13 mins. 40.4 secs.; 3. A. Walker (1928 4½-litre), 13 mins. 52.2 secs.

Fastest Lap: G. G. McDonald, 2 mins. 15.4 secs. (71.8 m.p.h.).

TYRE WEAR

by

John Bolster



I HAVE just been reading a most interesting editorial in a contemporary. Its burden is the very high speeds now attained in sports-car racing, with especial reference to Le Mans. Down the long straight, the big sports jobs attain velocities that the Formula 2 racers cannot reach, and which would not disgrace a Formula 1 bolide. It is a solemn thought, to say the least.

The writer then penetrates to realms of fantasy, and suggests that we shall all have 140 m.p.h. cars, with an easy cruising speed of 100 m.p.h., for use on the motor roads of the future. That is a splendid dream, and I am all for it, but at the present state of the art, there is one serious snag. The mechanical and aerodynamic problems have already been solved. There would be no difficulty in producing a car, at a not impossible price, that would encompass such performance figures. Furthermore, although the fuel consumption would not be light, wind-cheating coachwork would keep it within bounds. Everything in the garden is lovely, in fact, until we come to the question of tyres, and it is then that we face reality.

Lift that Foot

Many of us have driven at the speeds postulated, and a short burst at such velocities is a very pleasant experience. To travel *continuously* in that manner would be an economic disaster, however, for the tyre bill would amount to hundreds of pounds a year. Even with machines of relatively moderate performance, fast driving can only be enjoyed as an occasional treat, or one's whole income will be spent on rubber. Such people as rally drivers know that a complete set of tyres can easily be written off in less than a week, even without attaining a mere 90 m.p.h.

I must make it clear, at this point, that I am not suggesting any criticism of the tyre manufacturers. They have worked wonders, though the dice has been loaded against them. As speeds have gone up and up, so wheels have grown smaller and smaller. As working temperatures have risen, so mudguards have become more and more enveloping; thus cooling air has been cut off, and each tyre travels in its own little oven. Here the brake boffin is up against the same problems as the tyre technician, and both of them are having their sleepless nights.

Perhaps the greatest nightmare is provided by modern suspension systems. Nearly all of these produce a

lateral scrubbing motion of the tread against the road surface, and the actual mechanism of understeer must give the tyre a heavier task. It is well known that straight running characteristics are habitually attained by increasing the slip angle of the front end, and this means that, even when corners are taken at a relatively moderate speed, there is a "squeegee" action between the treads and the tarmac that abrades every square inch in turn. Thus, many i.f.s. systems are a cause of short tyre life.

Wear on the Rear Tyres

Less easy to understand is the heavy rear tyre wear that certain cars suffer. These machines often have conventional rear axles on semi-elliptic springs, and do not differ in any obvious respect from others that are much less inclined to massacre their pneumatics. It is likely that many such vehicles are of an oversteering persuasion, or suffer pronounced rear-end breakaway under extreme conditions. I think, too, that unsprung weight and shock absorber performance have a lot to do with it. In short, anything that is likely to cause bouncing or poor adhesion should be suspect.

It is of immense interest that the Lancia Aurelia, which has independent rear suspension, is phenomenally light on tyres. As it has inboard-mounted brakes, the unsprung weight is a mere fraction of the normal figure. That rather bears out my last paragraph, particularly since the Aurelia has neither an under- nor oversteering characteristic. It corners particularly fast, with a marked absence of tyre squeal, and that may well be a good sign as regards tyre wear.

It is a pity that one cannot measure tyre wear during a road test, for that would be a most valuable figure to know. Certain it is, though, that there is an astonishingly large difference between various makes of cars, assuming, of course, that they are driven in a similar manner.

Technique Tells

Driving can play a large part in determining the life of your tyres. It has been my experience that all the obvious things, such as wheelspin on acceleration, dry skids, or sliding under the brakes, do cause considerable wear. By far the worst, however, is sustained high speed, particularly with a heavy car on a hot day. Such large, fast machines as the Rolls-Royce Phantom III, or the 12-cylinder Hispano-Suiza, really give their tyres a

testing, and it is essential to use only the very best, or a burst may be experienced.

In racing, the smooth, polished driver always scores, and he may easily earn the victory by requiring fewer wheel changes than his adversaries. Caracciola is a master of this art, and that made him invaluable to the Mercedes-Benz team. Rain always prolongs the rubber's useful span, because it helps to dissipate the heat that the continuous flexion generates. High temperatures are the greatest enemy, and in old-time racing it was customary to have buckets of water flung over the tyres

at every opportunity. Parry Thomas used the same technique for his Leyland records at Brooklands.

Any motorist who drives a fast car, and really uses its performance, must find tyre replacements a formidable expense. Far too little has been published on this subject, and most of us would like to learn a great deal more. Certainly, "miles per tyre" is a more important figure than m.p.g., and it is up to designers to keep this idea firmly to the fore when they start to put their new chassis on the drawing board.

Correspondence

Comments on Commentators

I NOTE that your correspondents appear to have differing views on the merits of commentators at the International Trophy meeting.

Although I did not attend that event, I should like to make a few remarks on commentators in general.

It would appear that they are required to be witty: my experience of race-track commentators often shows that while they might be confusing the crowd with details of a local lad's car (fitted with a supercharger made from a vacuum-cleaner, so they say), they very often do this instead of announcing more important items (such as grid positions, non-starters, etc.) which are really more important.

At another meeting the programme left space to insert handicaps in one race: but not a word of information on the subject was uttered by the commentator, other than the fact that it was a handicap race and cars were starting at different times.

In my programme for the last British Grand Prix I have 17 grid positions marked out of 21 cars which started. Not bad, you may say, but for the 500 cc. race we had to be content with knowing just the cars in the first row—six out of a field of 40!

Perhaps things will be different on 19th July.

Lastly, I would appeal to organizers to avoid the worst possible type of commentator—the chap who thinks he's funny, but isn't really. I would also like to say how much I appreciate the good work put in by Messrs. Bolster, Baxter and Richards: their broadcast commentaries are always clear and comprehensive.

M. T. HAYTH

PARKSTONE, DORSET

Small British Sports-Cars

A SPORTS-CAR based on the Morris Minor is not perhaps quite so much of a pipe-dream as Mr. Buckley may think, and he may be interested to know that the standard Morris Minor, if equipped with a Shorrock supercharger installation, is capable of giving quite exhilarating motoring, with a maximum of around 81 and the 0-50 figure under 15 secs. This is without further modifications or losing any of its spacious accommodation.

As a point of interest the Shorrock-supercharged Minor engine develops 38 h.p., resulting in an increase in power to weight ratio of 45 per cent.

Incidentally, why do sports and rally meeting promoters ban superchargers? Surely the logical development of the small I.C. engine in the search for more power with petrol economy is supercharging?

PRESTON.

D. D. LINDSAY

Island Odyssey

I WAS intrigued (as I always am) with our old friend and contributor John Bolster in his article "Island Odyssey" in 13th June issue, having just returned from the I.O.M. as agent entrant, and my son H. L. Williams as rider, in the international Junior and Senior T.T. races.

I still cannot understand the reasons for using the short round the houses circuit for the Empire Trophy race when there is the finest course in the world "bar none" available

in that lovely island. As a competitor from 1913-21, spectator and, of recent years, entrant in these world-famous races over nearly 40 years, I have seen and been intimately connected with this course and can appreciate the development of speed, power, and reliability of the all-conquering British motor-cycle which has mainly been developed through these races. The improvement and widening of the roads has made car races safe and practical and if organized on the Motor-cycle T.T. and A.C.U. system we could have a world-famous international car race.

This 38-mile course, on which you could extend the fastest cars on the Sulby straight, the mountain mile and down-hill sections, could be started as we do in the T.T.: the different formulas going off separately, with 10-second intervals between each car—there's plenty of room for 40 or 50 cars. If the support was forthcoming three separate races could be run for F1, 2 and 3 in one day, and the 200,000 spectators all round the course would have something of interest every few minutes, while the mechanical test of efficiency, driving skill and reliability has to be experienced to be realized. As to the narrowness of the road, the only criticism of this can be made from Signpost corner to Governor's Bridge, which is only a mile in length, and down-hill with winding bends; here the 500s would be as fast as the big guns; the course then opens on to the main road straight to the grandstand and pits.

One "must"—the race to be run after the Motor-cycle T.T., if possible the week after, not only because of the oil and rubber the cars leave, but our worthy car drivers would then know the correct line to take on every corner and bend round the whole of the course.

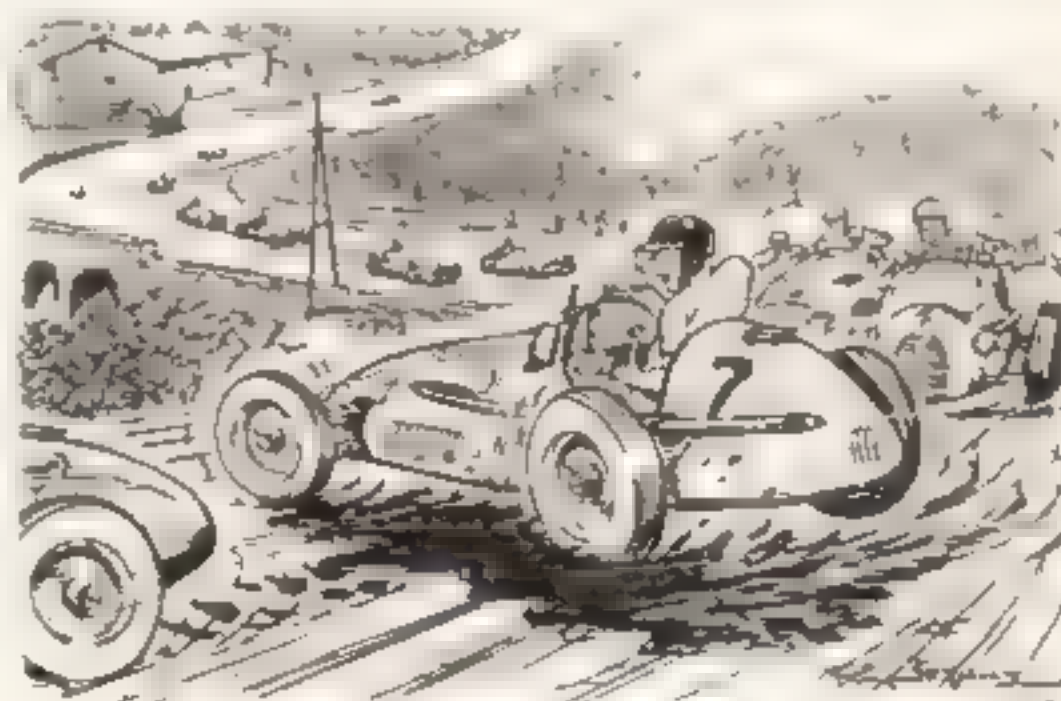
Here's hoping—and to the B.R.D.C., get cracking now!

FRK WILLIAMS

WORCESTER

The A.R.M. Game—and Formula 2

WITH the advent of the racing season the A.R.M. game has, of course, taken rather a back seat. I would like, however, to revive it for a few moments or perhaps more correctly to



"Eau Rouge, my foot—it's huite flaming rouge!"

Correspondence—continued

use it as a peg on which to hang a few observations about Formula 2 racing.

Britain's position in motor racing is stronger today than for many, many years, but, let's face it, we haven't a car capable of beating the best in Formula 2. And as Formula 2 today will be Formula 1 tomorrow to all intents and purposes, this doesn't look so good. The competition is going to be terrific and I doubt if normal development will bring any of our present cars on to level terms with Ferrari, not to mention probable Mercedes, Alfa Romeo and Sacha-Gordine opposition.

We must, therefore, apply a booster shot to our present machines to give them a chance of catching up. This means getting down to fundamentals and what could be more so than formulae? Most of our cars are spoiled by the driving position which looks more like that of a jeep than a G.P. car. And the offender here, of course, is the prop shaft. Putting kinks in it or shoving it to one side introduce losses which cannot be tolerated. Which leaves us with f.w.d., or a rear mounted engine. I feel that some real research will have to be done on these problems in the future and we in Britain have a flying start with our Formula 1 chassis. But in the meanwhile here's a scheme for the back end of the A.R.M. which might solve the problem.

I must say that I am, unfortunately, no engineer, but as a layman I can't see any real snags in this gear.

The gearbox and differential is in one unit and situated between the driver's knees. The drive is taken by plain half shafts terminating in sprockets just inside the chassis member. A chain drive transmits power to a second sprocket on a transfer shaft which passes through the chassis and terminates with the drive sprocket of a Peter Monckhouse type drive. This was used on a car designed by the late Peter Monckhouse and described by John Bolster in your issue of 28th December 1950 and I make no claim to originality. Briefly this is a light alloy chain case forming a suspension arm and pivoting about the transfer shaft. In the original movement was aided by a coil spring surrounding a Woodward-Monroe telescopic damper mounted at the front of the chain case. Almost any form of suspension could however be used including transverse torsion bars.

The system has a number of advantages apart from the low seating position it allows. It is really independent suspension and it is of course self-aligning. There are at least four possible positions for the brakes on the half shafts, not to board of the primary sprockets on the transfer shafts or in the normal position. True chains take a spell at working after, but this is a racing car and not a runabout. Properly tensioned and lubricated there should be little mechanical loss by the use of chains. And with a little care in designing the body pinion rapid changing of sprockets should be possible. This in essence gives the enormous advantage of an almost infinite range of final drive ratios for the purpose of finding the precise ratio for a given circuit within a very short space of practice time.

There must be something wrong, of course. It's too simple. But apart from prejudice against chain drive *per se*, which doesn't count, I can't see it. But I've no doubt your readers can.

K. A. CROWTHER

LONDON, S.W.8

The A.R.M. Game

IN AUTOSPORT 20th June I read that David Farmer has replied to my letter on the design of the A.R.M. I should like to take this opportunity to reply to the points he raises. First I must thank him for supporting my plea for a 4-cylinder power unit. As he so rightly says the keynote should be simplicity.

He suggests however that the balance between decreased transmission efficiency and weight penalty against increased acceleration would be unfavourable on the four wheel drive car. I say that this is not the case. The weight penalty need be no greater than 200 lb. bringing the total to 1,650 lb. With 220 h.p. the net gain in acceleration for the four wheel drive car is 50 per cent.

As regards the point I made about the better performance, theoretically of the four wheel drive car I should point out that Professor von Eberhorst prefaced his remarks with the word "even." It should be obvious, however, to Mr. Farmer that, on a twisty circuit with more need for accelerating power the four-wheel driven car scores even more than on a fast track. He is on the right line when he suggests that a

reinclination of the roll axis is a design feature to be noted. Certainly the raising of the roll axis is a good thing. I prefer wishbones at the front and de Dion at the rear, preferably with torsion bar springs.

I feel that Mr. Farmer is unusually pessimistic in saying that there is a steering problem of great magnitude with four-wheel drive. As several excellent examples are in constant use today I do not think we need to worry unduly. The driving and control problems are to be borne in mind for they have yet to be investigated, generally, as regards racing, but I do not think that they are insurmountable. They cannot be solved, however, on the drawing board, but only on the testing ground.

One point which has not yet been raised is whether the car should be of the open type or of the aerodynamic type. Personally I believe that the aerodynamic body is what is required, but it brings the problem of brake cooling in its wake. This can be overcome with good ducting, and it is possible to achieve negative drag for the cooling system in certain cases. Perhaps certain people would like to air their views on this point.

IVOR H. SMART

LONDON, N.W.2

Trials Regulations

BECAUSE I have rushed into print a couple of times on the subject of "trials grouches" I have refrained from commenting, through the columns of AUTOSPORT, on the subject of Trials Regulations.

However, as a result of A. G. Imhof's article on this subject, I would like to express my own views and try to throw some light on the confusion that does indeed exist.

Firstly, I do agree entirely with each and every word in Giff's article simply because I have tried in the four years that I have competed in trials, an M.G., a couple of Aards and a special, and I have found that, compared with the fantastic cost of keeping the standard type of car in one piece or the very high cost of running the big trials car, the Austin Ford type of special that we know today is the complete answer to the trials driver's money problem. That the car with a modest income can indulge in. My reasons for this view are my own experience of one season with my Cream Cracker M.G. which cost me £140 for repairs and tyres, one season with my Allard which cost me £260 for repairs and tyres and one season with my Cotton Spl. which cost me £11 or repairs, with the tyres still O.K. for a few more events. This is on top of the fact that I am not able to construct a special myself, the cost of buying one ready built was far less than even the cost of the 1937 M.G.

I am, therefore, entirely opposed to the R.A.C. proposal that the Austin Ford chassis with Ford engine based special is now to be excluded from trials and we are to be required to spend our money on vehicles that, because of the R.A.C. proposals, can only be, if they are to be successful, freak vehicles bearing no resemblance to the sports or trials car that we know today.

As for the confusion that exists about the origin of the proposed changes I would advise Giff that I wrote to the B.T.D.A. on 18th February expressing my objection to a change in the regulations and was informed by Mr. Flather, in his reply, that the R.A.C. were "recommending an alteration". He also said: "As much as it may be undesirable, I myself feel that there will have to be some alteration."

As a result of his letter I phoned the R.A.C. and asked why they wanted to change the present regulations and was informed by Mr. Giff that the R.A.C. did not want a change but were, in fact, recommending one because they were under the impression that such a change was wanted by the B.T.D.A. members.

When I expressed the opinion that the majority of competitors were not in favour of a change in the regulations, Mr. Giff said assured me that, indeed this was a fact, there would be no change.

I then suggested that a representative group of trials drivers should visit the R.A.C. and make their wishes known but was told that only the views of the B.T.D.A. would be considered because the R.A.C. regarded the B.T.D.A. as the representative body.

I would also say, for the interest of other B.T.D.A. members, that although I have written repeatedly to Denis Flather since February asking for some indication of B.T.D.A. policy in this matter, I can so far obtain no official comment or statement from him.

A. E. RUMFITT

SEVEN KINGS, ESSEX

BO'NESS HILL-CLIMB

KEN WHARTON MAKES B.T.D. AT
KINNEIL—EIGHT CLASS
RECORDS FALL

A FINE day and good track conditions with the competitors finding Snake Bend no less difficult than ever in their practice runs saw the beginning of the Scottish Sporting Car Club's sixth International speed hill-climb at Bo'ness on 28th June.

There were some remarkably good displays of hill climbing in which no less than eight class records were broken and the day's highspot was Ken Wharton's magnificent driving in both his E.R.A. and Cooper cars, to say nothing of Dennis Poore's excellent performances which, while they never gave evidence of approaching his truly remarkable climb of 33.9 secs. in 1949 were, nevertheless, a great treat to watch.

Our memories of this meeting must however, always be tinged with dismay because of two accidents which occurred in the first one. Ian L. Struthers was to be the first fatal casualty that has ever been recorded in a Scottish event and in the second one M. R. Chassels received minor injuries and a touch of concussion.

Hamish Wilson opened the meeting with a neat climb in 45.65 secs. which he bettered in his second run to break his own record for supercharged sports-cars of 501 c.c. to 750 c.c. by clocking 44.60. In the class for non-supercharged sports-car of 751 c.c. to 1,100 c.c. A. M. Calder in his none too youthful Riley also broke his own class record and Nigel Kennedy introduced his Burdmonk which, in its second climb of 46.98 secs., showed itself to be a lively and speedy little motor-car with definite design's on A. M. Calder's new record.

Archie Craig (M.G. S.) took Paddock Bend just a little bit wide, but he cornered tidily in the Courtyard, drove smartly through Snake Bend and was seconds better, on both climbs, than Ted Blackburn in the Lund Special, in the class for supercharged sports-cars 751 c.c. to 1,100 c.c. J. N. Lawrence (Cooper-M.G.) went well in both his climbs and is an asset to his class while



COURTYARD. Pat Prosser third in the 500 c.c. racing class, corners in his Cooper

Gray Mickel (Singer) drove steadily in the ex-McCartney vehicle and was followed by G. S. Scott whose H.R.G. slid wildly in Snake Bend but made a good recovery before going over the brow of the hill, in the class for non-supercharged sports-cars of 1,101 c.c. to 1,500 c.c.

Jack Walton (Frazer-Nash) is a well-deserved, if uncrowned, king of sports-car drivers on Kinneil Hill, and in breaking his own class record in both his climbs he was quite without peer among all the sports-car drivers. A considerate Commanding Officer gave Jimmy Stewart leave to defend his record in the non-supercharged sports-car class from 2,001 to 3,000 c.c. and in two capable performances his stylish driving clipped .34 sec. off his previous record, with the Silverstone Healey.

Besides returning the best time in the class for sports-cars of 3,001 c.c. and over, likeable Freddie Mort (Jaguar) introduced a newcomer, Mrs. Sylvia Black, who was making her first competition appearance. Doing well in her practice runs, Mrs. Black seemed as though she was flattered to deceive in

her first climb but, in her second, she revealed herself as a "natural" and her very good time of 43.31 secs. promises well for her future appearances in competitive motoring.

It was while making his first climb in this class that Ian L. Struthers, driving Hartley Whyte's Cadillac-engined Allard, entered Snake Bend at terrific speed. Just as it appeared that he would make it the car clipped the banking, threw Struthers out and then overturned to pin him beneath it with such grievous results.

In the vintage class Freddie Stang was still suffering from lack of sleep after his late work to get his much modified Lea Francis to the start line. And to no avail. Freddie's time was bettered by J. Gordon Lockhart (Bentley) and H. Pelham-Burn (Alfa Romeo) while cheerful, chubby Pat Melville reduced his own record at 43.54 secs. to 43.12 which speaks well for his maintenance of the 30 98 Vauxhall which is his present pride.

In the half-litre class Nimian Sanderson added to his fast growing reputation



VINTAGE CLASS. Freddie Stang urges his Lea-Francis towards the Snake at Bo'ness



CLASS RECORD TAKER. Ted Lund (M.G.) broke the figure for 1,101-1,500 c.c. supercharged sports-cars



WHARTON THE WIZARD: Ken Wharton won the 2 litre racing class with this ERA, then put up best time of day in his furious twin cylinder Cooper

Bu'ness Hill-Climb *continued*

with an immaculate and record-breaking climb when Alex Mcintosh, also in a Cooper, made a good first climb but in his second just tipped the car bank of Snake Bend and although able to finish his climb did so with damaged wheels.

Poached driving that included a controlled drift through the Car yard and a back-hugging tactics in Snake Bend gave Ron Flockhart fastest time in the class for racing-cars of 1,101 to 1,500 cc. where his twin motor Austin Birrell driving the same ERA made a good second. It was in his class that Dickie Claxson, Frizer Nash, who was said to be a trained rattle in the car, hit the banking at almost the same spot as Ian Struthers. Although the car was completely wrecked the Dickie's pupils suffered only minor injuries and slight concussion.

In the class for racing-cars of 750 to 1,100 cc. Ken Wharton set up a new class record and made B.T.D. in his Cooper in a single run. It is said that the expert makes it look easy. Ken Wharton did not. His skilful manoeuvrings round Paddock Bend and in the Car yard coupled with a well-timed drift through Snake Bend were a comprehensive display of art that has not been easily acquired and provided a real lesson in racing. In the same class young Bob Haddow drove well in his Cooper but a new engine prevented him from making any improvement on his 48.8 which is the "native" record.

In the class for racing-cars of 1,501 to 2,000 cc. Ken Wharton again proved himself a worthy speed and handling champion and his two cars of 1,588 and 1,881 cc. were once again exhibitions of classical driving. The class remained for Dennis Poore to provide the fun for a day and with his customary

aplomb he took the Alfa Romeo up in 15.8 secs. made up his mind that this just wasn't good enough and proceeded to give a storming performance which at 4.55 secs. gave him the award for second B.T.D.

It is now a matter for speculation as to whether Poore will be able to turn the tables on Rex and Bob in the morning but it is certain that he must always be some in these racing duels between Wharton and himself.

A. N. FORD

RESULTS

401-750 cc. Sports-Cars, S. 1. W. Hamish (1.747 MG), 44.64 secs.

751-1,100 cc. Sports-Cars, U. 1. A. M. Cander (1,089 Riley), 45.76, 2. N. A. Kennedy (1,086 Burdonk), 46.98, 3. J. P. Borland (1,095 Lagonda), 47.93.

1,101-1,500 cc. Sports-Cars, S. 1. A. H. B. Craig (919 MG), 43.21, 2. G. T. Gibson (919 Ford), 48.11.

1,501-2,000 cc. Sports-Cars, U. 1. Ian Hopper (1,476 Hopper), 42.57, 2. J. N. Lawrence (1,250 Cooper MG), 42.83, 3. Gavin Scott (1,496 H.R.G.), 44.45.

2,001-3,000 cc. Sports-Cars, S. 1. F. W. K. Lund (2,000 MG), 42.6, 2. G. A. D. Hammond (1,770 Deauville), 47.78.

3,001-4,000 cc. Sports-Cars, U. 1. J. H. Waton (1,971 Frizer Nash), 45.76, 2. J. D. J. Mason (1,971 Frizer Nash), 46.81, 3. J. McLabban (1,276 Judd), 45.39.

4,001-5,000 cc. Sports-Cars, U. 1. J. R. Stewart (3,443 Healey), 41.27, 2. W. G. G. Brand (2,443 Healey), 44.61, 3. C. R. S. Robertson (2,088 Morgan), 46.65.

Over 5,000 cc. Sports-Cars, U. 1. F. S. May (3,442 Jaguar), 41.27, 2. J. Nelson (3,442 Jaguar), 41.66, 3. P. Dunsford (3,442 Jaguar), 42.46.

Vintage Cars, 1. W. P. S. May (4,250 Vauxhall), 43.12, 2. J. Gordon Lockhart (4,008 Bentley), 44.17, 3. H.

Pellham-Burn (1,750 Alfa Romeo), 44.02.
1,101-1,500 cc. Racing-Cars, 1. R. Lockhart (1,498 ERA), 37.21, 2. A. W. Birrell (1,488 ERA), 38.61, 3. N. Bean (1,476 Lea Francis), 38.73.

Up to 500 cc. Racing-Cars, 1. N. Sanderson (Cooper), 37.80, 2. A. McLashan (Cooper), 40.22, 3. D. P. B. Prosser (Cooper), 40.31.

751-1,100 cc. Racing-Cars, 1. K. Wharton (1,000 Cooper), 34.50 (B.T.D.), 2. R. T. Haddow (1,000 Cooper), 38.32, 3. J. H. White (1,180 McKay), 40.10.

1,501-2,000 cc. Racing-Cars, 1. K. Wharton (2,000 ERA), 35.91, 2. R. Fiddler (1,980 Bignall), 40.83, 3. Mrs. R. Fiddler (1,980 Bignall), 41.19.

2,001-3,000 cc. Racing-Cars, P. J. S. Sherfield (2,260 Bignall), 38.85.

Over 3,000 cc. Racing-Cars, R. D. Poore (3,800 Alfa Romeo), 34.65.

LONDON MOTOR CLUB

The growing membership of the London M.C. has necessitated an increase in the size of its monthly magazine, the *Vortex*, to 27 pages, bright material illustrated by many half-tone pictures from recent issues of *Autosport*.

Among the items appearing in the July issue is an interesting account of 1,000 Gentle Gentlemen record-breaking achievement with MG cars. A G. A. G. Club Captain will be in Paris to discuss the club's activities with a route-finding for the 1952 London Rally.

What goes on at the Club Camps is dealt with freely by guest contributor, who in flashback members will find details of their latest exploits at home and abroad in races, rallies and trials.

Particulars of forthcoming events are given in the pages placed at the Club Social Secretary which, together with other regular features, keep all members constantly in touch with club affairs and with each other.

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19,000 INSTRUCTION MANUALS. Sale-Loan. Enquiries stamped envelope please. Manuals bought cash.—Pinal, 15 Nashletts Hill, Chesham, Bucks.

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ENGINEER in executive position desires change. Interested in position in charge of either (1) a garage carrying out Formula 2 and 3 tuning, or contemplating doing so, (2) a private racing stable, or (3) a garage which requires reorganizing. Extensive practical and executive of repairs, sales and business organization, racing and sports tuning, trials specials, and designing and manufacturing of special components and new modifications.—Box 707.

SPARES & ACCESSORIES

MAGNETTE Series NA, 1936, 2 1/4-seater body for sale, dismantled but complete. Sound condition. Best offer over £10.—Nicholls, 5 Ludlow Way, N.E. 2, Tudor 5802.

500 C.C. RACING PARTS: Borman gearbox with clutch, £20. Clutch assembly with plates, £3. Twinfloat Amal, £3. Pumps, £5; (dismantled), 3s. Four racing Dunlops, with rubber thall-worms, £2 each. Two new racing tubes, 15s. each. Discount on lot complete. Purchaser collect, or carriage.—Miss Halz, Nuthorne Common, Pulborough, Sussex.

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ALL types of Wheels in stock. Any wheel made to your specification.—Turner and Knight, 34 Belling Road, Brentford, Middx. Belling 4296.

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DELAGE D6 d/coupe, '36 onward. Must be sound.—Phone Putney 0464 before 5.30 p.m.

FIAT. Highest spot cash for all models.—Mayfair Garages Ltd. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5.

RILEY Sprite sports 2-seater, one requiring mechanical overhaul or rebuild considered.—Box 706.

SINGLE SEAT, or super sports required, up to 1 1/2-litres, pre-war Riley, Fraser-Nash, Amiear preferred. Crashed car considered. Advertiser resident in Belfast.—Box 715.

News from the Clubs—continued

THE MARGATE RALLY

THE Maidstone and Mid-Kent Motor Club's Margate Rally and Concours, held on the 27th, 28th and 29th June, once again proved a very successful and popular event.

An original entry of 78 was received and 71 reported for the start from the Bull Hotel, Larkfield, Maidstone. Competitors found that the road section of approximately 300 miles, with controls at varying distances, was not too difficult and very few marks were lost. Two secret checks were also held but no competitor was found to have exceeded the maximum time allowance.

Following completion of the road section, breakfast was taken at the Swan Hotel, Charing, and then followed a Regularity Test. For this test competitors were required to follow a given route and to average 25 miles per hour passing two secret time checks. Only six completed this without loss of marks.

In the short final run to Margate before the eliminating tests, many competitors made the mistake of taking the difficult route via Canterbury rather than the easy coastal route, with the result, it was found, that the schedule was hard to keep.

On arrival at Margate four varied eliminating tests were held on the sea-front and the Rally concluded with an official reception at the Winter Gardens.

PROVISIONAL RESULTS

1, C. A. Pilley (1,250 M.G.); 2, S. D. Silverthorne (1,172 Ford); 3, N. Lloyd-Evans (1,172 Ford).

Class A: F. E. Still (Jowett Jupiter).

Class B: S. P. A. Freeman (Healey).

Class C: D. Farquharson (Jaguar).

Class D: R. A. Wilton (Hillman).

Class E: J. W. Castle (Ford Consul).

Class F: P. A. Barden (Rolls-Royce).

Best Performance by an M. & M.K. Member: W. Freed (Jaguar).

Ladies' Cup: Mrs. Lorna Snow (Jaguar).

Team Award: C. A. Pilley, S. D. Silverthorne, N. Lloyd-Evans.

NEWTOWNARDS MEETING
CANCELLED

THE Ulster A.C.'s airfield race meeting at Newtownards, scheduled to take place on 5th July, has been cancelled owing to insufficient entries.

THE B.A.R.C. EASTBOURNE RALLY

THE Sixth Annual Eastbourne Rally of the B.A.R.C. next Saturday has once again attracted a full list of entries. This event makes a fine jumping off point for motorists interested in Rally competitions, and 20 per cent. of the entrants will be eligible for the Novices' Award.

Applications for tickets for the Mid-

night Concours d'Elegance have ensured a full house at Eastbourne's fine Winter Garden, where from 11.45 p.m. onwards, cars will glide one by one into the Ballroom to be judged by an expert panel. Judges will be the Duke and Duchess of Richmond and Gordon, Miss Winifride Jackson, fashion critic of *The Daily Telegraph*, Mrs. Virginia Champion, of *Vogue*, Claude Wallis, and Lt.-Col. "Goldie" Gardner.

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1.—THE A.C.



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February, 1949

President: John A. Cooper, A.M.I.Mech.E., M.S.A.E.

Vice-President: W. A. E. Hurlock.

Open to: Past or present owners or drivers of A.C. cars, or "specials" containing some major component of A.C. manufacture or design. Associate membership open to husbands or wives of Ordinary Members, and such others as the Committee deem to have the interests of the Club at heart.

Caters for: All interested in the marque, offering comprehensive programme of social and mildly sporting events. Member of the Eight Clubs Association, but otherwise no racing, speed trials, mud-plugging or "rough" events.

Principal Events: Night Navigation Trial (March).

Novices' Point-to-Point (April or May).

Concours d'Elegance and Gymkhana (July).

Experts' Point-to-Point (August).

Redhill Driving Tests (September).

Two-day "Rally Round".

Annual outing for disabled ex-Servicemen.

Headquarters: None as yet.

Meetings: Last Wednesday of each month: meeting place announced in Bulletin.

Bulletin: Printed, 16 pp. or more, occasionally illustrated. Monthly. Editor: G. R. Grigs.

Whether affiliated to R.A.C.: No. **Approximate Membership:** 280/300. **Prominent Past or Present Members:** Miss Betty Haig; W. G. ("Brownie") Brownson; S. C. W. Wilkinson; John Arlott.

Annual Subscription and Entry Fees:

Entry Fees:	Ordinary and Overseas Members	£1 0s. 0d.
	Associate Members	10s. 0d.
Annual Subscriptions:	Ordinary Members	£1 0s. 0d.
	Overseas Members	10s. 0d.
	Associate Members	10s. 0d.

Branches or Centres: None formally organized as yet, but occasional social meetings arranged in various parts of the country.

Hon. Secretary: G. R. Grigs, 72 Redcliffe Gardens, London, S.W.10. Telephone: Business: GROsvenor 6724; Home: FREmantle 8259.

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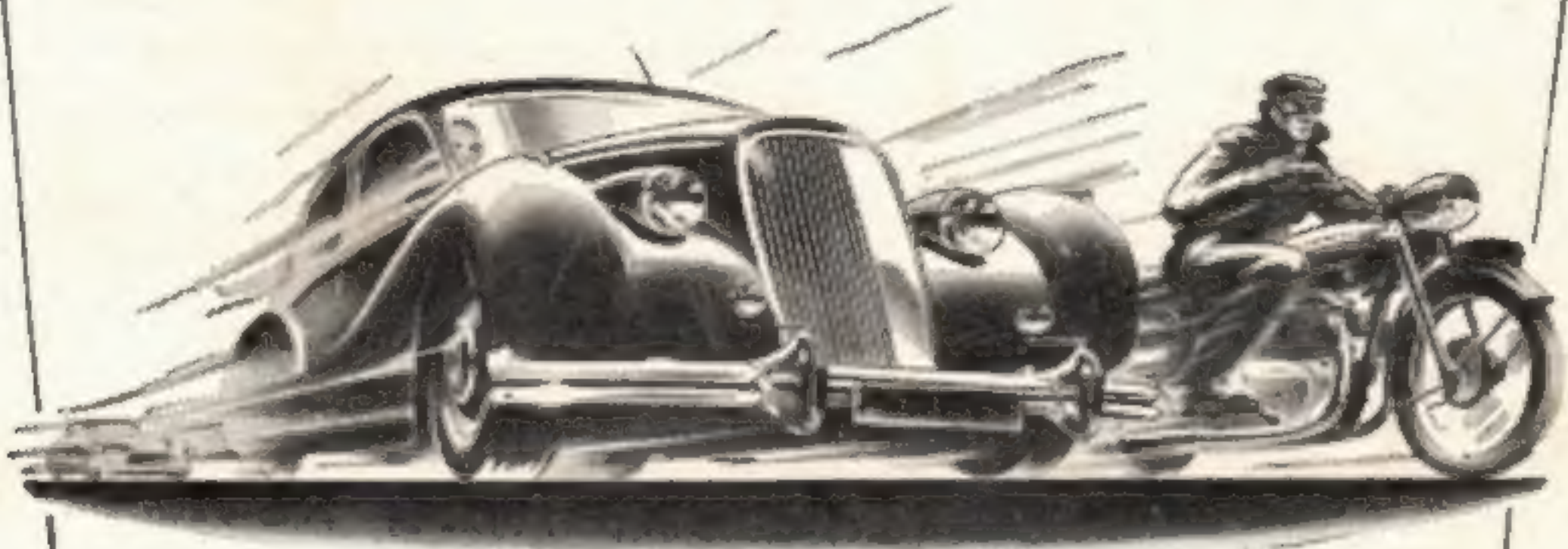
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1ST In 1935 with additive to reduce cylinder wear
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1ST In 1935 with a mild detergent to clean the engine itself
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1ST In 1938 to announce lighter oils for easy starting, quick getaway and petrol economy
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1ST In 1949 with improved inhibitors to protect the oil itself
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